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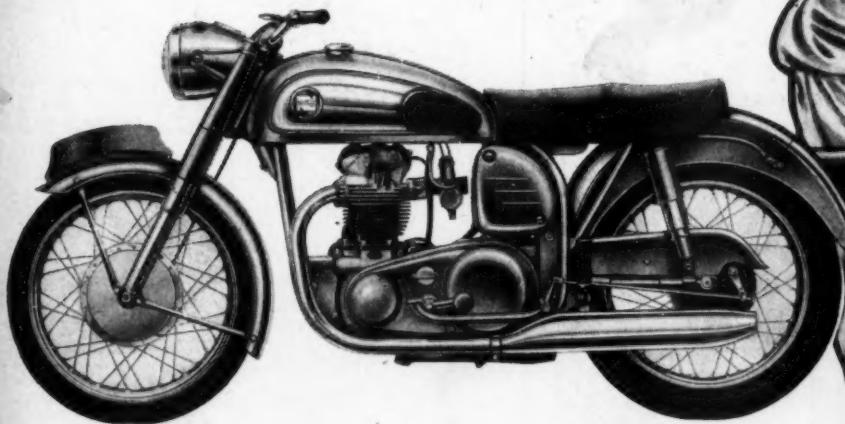
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Vol. 100 No. 2861
55th Year of Publication



Scene from the final control at the 1956 National Rally which finished at Morecambe. The Norton driver checking in is S. D. Wooding of Liverpool. The great A.C.U. fixture is discussed below

An Example to Follow

SOME form of propaganda, it is said, is essential in ensuring the success of any sporting venture. If that be true, then the Isle of Man Scooter Rally to be held during the week after the T.T. Races in June can hardly fail to arouse enthusiasm. A few weeks after the 1957 rally—a somewhat disappointing first-time experiment—plans were being formulated for 1958. A party went abroad to study continental organization. News from the Isle of Man made it widely known that groups had been out on the Mountain course, lapping continuously in an effort to establish speed schedules that would be satisfactory to the various capacity classes in the regularity tests. Already, as announced in last week's issue, the regulations are being printed.

The Isle of Man rally bids fair to becoming in the scooter sphere what the A.C.U. National Rally is in motor-cycle circles. The A.C.U. fixture is open to all motor-cycle and scooter riders—club members or not—and annually attracts some 900 competitors. That the total ought to be far greater goes without saying, bearing in mind that registrations today top 1,400,000. This year the rally will be held on July 19 and 20, five weeks after the scooter rally. Yet, so far, not a single item of news of the preliminary details has been issued. The Union should take a leaf out of the scooter organization's book. Inadequately publicized, the National Rally will never achieve its rightful importance in the motor-cycle calendar.

Why Driving Tests?

NEARLY three months ago the Committee on Road Safety issued its report on the minimum age for motor cyclists. After two years of deliberation it recommended, among other things, that licences to ride mopeds should be issued at 15 instead of 16. Last week Vice-Admiral Hughes Hallett asked the Minister of Transport what progress had been made in considering the report. The answer was that an information survey is to be undertaken in the spring. The survey will attempt to disclose whether there is any relationship between age and riding experience and accidents. But since 1930 the minimum age for a driving licence has been 16; and before then, when the minimum age was 14, mopeds were unknown and roads were far less congested. How, then, can any reliable conclusion be expected?

It is time that this question of licences for moped riders was faced in an intelligent and practical manner. Theoretically the driving test should ensure a certain standard of skill and thereby be beneficial. But if theory is to be logically followed all cyclists also should undergo a test. Such a policy is not advocated because it is impracticable. Similarly, it is impracticable to insist on tests for riders of mopeds without restricting the popularity of such machines. The use of mopeds should be encouraged—personal transport without exertion is surely a logical and laudable development. By retaining restrictive legislation the Government is lagging behind the times. The driving test for riders of mopeds—machines of limited performance as envisaged in the report—should be abandoned forthwith.

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Occasional Comments

By "IXION"

The Hermit Motor Cyclist

TO hand is an eight-page letter from an utter stranger in Scotland. Apparently a schoolmaster of rather a retiring nature, he is frankly quite uninterested in motor-cycle sport; he knows no other motor cyclists (and apparently has no desire to extend his acquaintanceship in that direction); things mechanical do not interest him except in so far as they enable him to be the master of his machine. Yet his main theme is that when he bought his machine he "stepped straight into a new world" and cannot imagine how he existed so long without one. He likes "pottering about the countryside—the independence, the sense of well-being, the ability to get away from crowds, the sense of achievement as mastery of the machine develops, the courtesy invariably displayed by other riders if things go wrong . . . all this has been a revelation to me." This type of enthusiast may be rare—he is only the second genuine 100 per cent hermit motor cyclist whom I have come across in a long life. On the other hand, that type does not normally betray its secrets—there may be many such leading quiet lives?

Cold Ears

I ALWAYS read Mary Carmichael avidly and noted with interest that her notion of winter comfort includes a helmet with furry ear flaps. I think I have the coldest ears anywhere outside the Antarctic. But I have never dared

A scene from the All-Japan Endurance Race staged over a loosely surfaced circuit on the Asama Volcano (and discussed on page 206). A crowd estimated at 65,000 lined the entire six-mile lap.

to cover them right over, because I seldom use a rear-view mirror and rely partly on my ears to know what is happening astern. My ear protectors have never been more elaborate than deflectors such as on some safety helmets. I suppose Miss Carmichael requires full ear cover? Perhaps she makes real use of a mirror? Or perhaps she can hear through fur? Let's have a little all-weather male opinion, please; preferably from a lad with poor circulation.

A Universal Language

WHENEVER we mention the language difficulty in reference to foreign travel, the fans of various so-called universal languages instantly write to us. It is true, of course, that if you go to the trouble of learning one of those languages (there are quite a number of them) and subsequently travel anywhere abroad, the fans will put you in touch with a group of natives of that country to whom you can chatter. It is also true that only a very tiny number of the inhabitants of any country speak or understand even one of the patent languages. The whole topic is fraught with disillusion and disappointment. At the outset men hoped that all the nations would adopt one of the innovative languages and insist on its being taught in all their schools. Thus we could each of us enjoy our own literature and simultaneously interchange conversation with the natives of all other lands in the universal dialect. Unfortunately there is hardly a scintilla of progress in any

such direction. The folk who have the wits to imagine what a world-wide second language could do for mutual understanding and peace are quarrelling among themselves as to which patent tongue should be selected. The United Nations—like Jove—surveys the scene but interferes not at all.

Stopping Two-stroke Engines

SOME riders advise that two-stroke engines should always be stopped by choking, i.e., by holding a hand over the carburettor air intake so that the engine dies on a rich mixture, of which some drops or molecules may survive in the crankcase and transfer ports to assist a rich mixture for restarting. The method is comparatively harmless with a two-stroke which utilizes petroil because lubricant will not be washed off friction surfaces as might be the case with a four-stroke using neat petrol. This scheme is fast losing its usefulness since most carburettors are fitted with air filters which prevent a hand being placed over the intake. However, closing the choke may produce much the same effect. But there is no point in using this wrinkle unless your engine is a sluggish starter from cold.

More Power?

I HAVE never heard anybody remark on a curious feature of the first motoring decade which applied both to motor cycles and to cars. Some very innocent folk apparently held the purse strings in many factories. They propounded a single remedy for all cases of miserable performance. Therefore, as motor cyclists we started with one (nominal) horse power for two-wheelers or $1\frac{1}{2}$ h.p. for tricycles. Finding that

we had to pedal on practically all hills and to push up part of any hill decorated with the red danger boards of the Cyclists' Touring Club, they counselled us to buy more power. I, being even more innocent than my tutors, progressed from 1 h.p. to 7-9 h.p., only to find myself more helpless than ever on hills. My big engine ripped belts to pieces unless the front pulley was the size of a bread trowel; and when the engine conked out on a gear ratio of 3 to 1 the machine was too heavy for one man to push up 1 in 8. The late Selwyn F. Edge was the first motoring publicist to make people listen to him. He sold nothing under 60 h.p. because he loved speed and he pointed out that for speed you must have lots of horse power to overcome wind resistance. But in mere road work you created no formidable wind resistance and you required no giant h.p. You merely had to tackle a simple weight-lifting job and for that you needed not vast power but good leverage. Leverage, he said, was another name for gears. The smaller your engine, the more gears you would need and the lower the ratios should be.

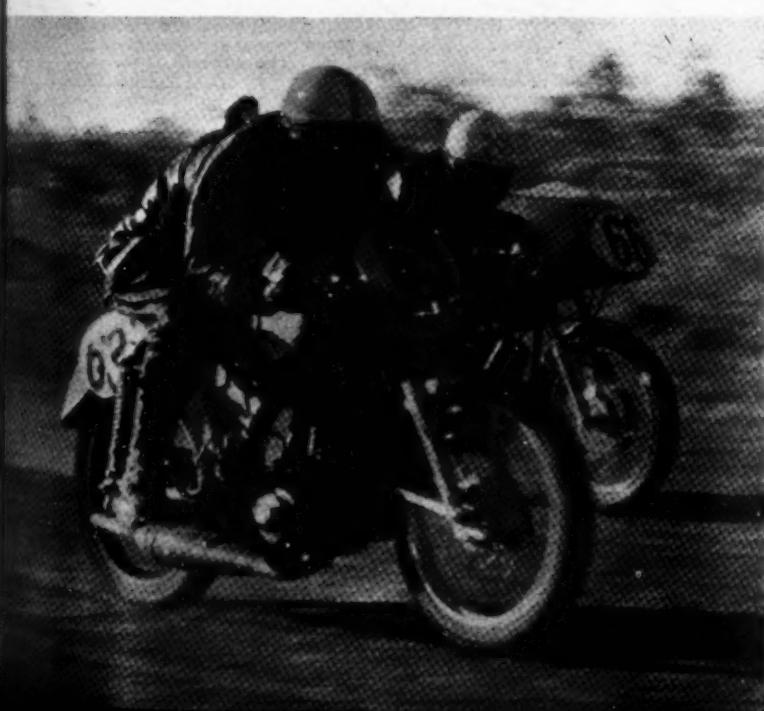
Radar Speedmeters

ANCASHIRE county police point with glee to a reduction of about 12½ per cent in their casualty returns since the radar traps were installed. This does not necessarily furnish any evidence whatsoever as to the technical accuracy of the radar sets. The sudden access of caution may be inspired by the spectacle of any serious-looking individual seated by the roadside at a small table and playing with a medium-size box. In other words, if any person of typical cop appearance and dimensions placed a small suitcase on such a table by the roadside and sat behind its open lid, peering intensely into its innards, he might exert as much restrictive effect upon motoring manners as the £350 radar set.

Another shot from the Asama meeting. The riders are No. 63 M. Ogata (250 Cruiser) and R. Simona (250 Yamaha), who was third in his class

Invincible Climbers

A BRIGHTON reader asks me why a fellow (whom I will call X) used to win so many hill-climbs on a little-known machine about 50 years ago. This is rather an innocent question, though the answer would vary a little according to the rider concerned. Some firms tell all they know to a man who rides for them. He, in turn, being perhaps blessed with phenomenal reactions (like Stirling Moss), can beat most rivals even if his mount is not the best in the entry. Some men (such as Bob McIntyre) are personally tuners of high class. Fifty years ago competition was not very experienced or very intelligent and the hills would take far more speed than most of us could command. So victory went to quite an ordinary sort of chap who knew some tiny factor which others didn't know or who—if pedalling was allowed—had more powerful calves than the rest. I could seldom get away to compete but I won more climbs than I lost. I was very careful about my valve springs, my piston rings, my inlet pipe and, above all, my gear ratio. Mr. X was as tight as wax about his own secrets. I happen to know that he rode a specially lightened machine; that he used rather a high compression ratio and a special carburettor; and that he was very careful about the precise fit of everything when assembling his engine.



In the Tracks of

the Conquistadors

By NOREEN M. FAIRWEATHER



Pause for a plug change in deserted country of scrub, blazing heat and dead-straight roads

Continuing Their U.S.A. Tour, Two British Girls Ride Across the Great Plains of the South



In Santa Fe Olive White discusses an American scooter with a city cop. The building in the background is a post office

OUR experiences up to and beyond the Kentucky Dam were dealt with in two earlier articles describing our journey across America. When we left Kentucky towards the end of June—I on my 122 c.c. James Cadet and Olive White on her 148 c.c. B.S.A. Bantam Major—we had the strange experience of crossing two of America's largest rivers and touching three states all within the space of about 10 minutes. We ran from Kentucky into the extreme southern tip of Illinois when we crossed the first of the rivers, the Ohio; a few minutes' ride then brought us to the mighty Mississippi, flowing smooth and muddy between high levees to receive the Ohio half a mile or so downstream. There we crossed another bridge and were in Missouri.

The contrast between the east and west banks of the Mississippi was very marked. The rolling hills of Kentucky gave place to flat, rich land over which the roads run straight and level. Enormous ice-cold slices of pink watermelon, selling for about a shilling a piece, were displayed on roadside stalls along with piles of fireworks for the forthcoming celebration of Independence Day on July 4. We went into Arkansas via Route 67, which splits the state diagonally, and made for Hot Springs where we intended to camp over the July 4 holiday and so avoid travel on the crowded roads. On our maps Hot Springs was marked as a national park, but when we arrived there, having ridden through lovely hill country, we found no sign of a park. I inquired, therefore, at a motel in the town as to where the camping ground was and that led to a happy chain of events for Olive and me. The manager of the motel invited us into his office and for an hour we talked together, Olive and I telling him about our trip and he in turn chatting about Hot Springs.

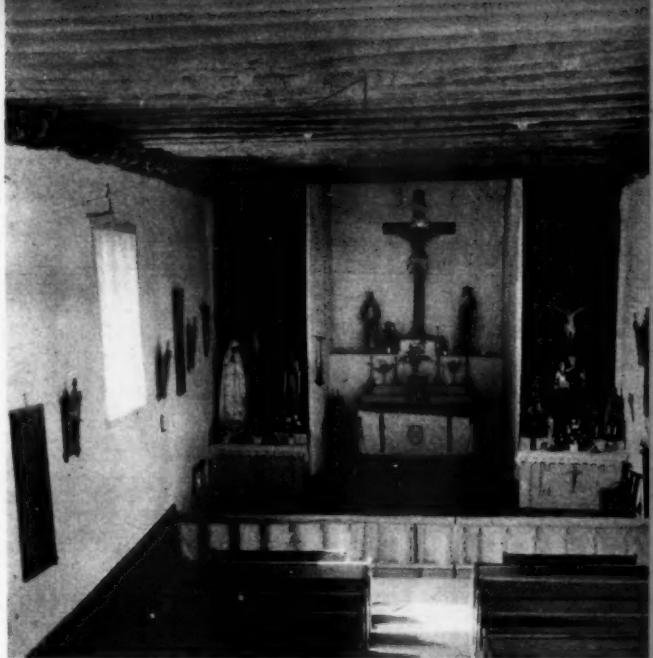
Our confusion in not being able to find the park was explained when we learned that the entire town is a national park and is, in fact, one of the oldest such areas in the United States. Its value lies in the millions of gallons of health-giving water gushing each day from the 47 thermal springs in the area which have been harnessed to benefit sufferers from arthritis and similar ailments. The Indians knew the curative power of the springs and had the humanity to declare the land neutral, so that the sick and aged of all tribes could share this wealth of the earth. When the white man came he built large, elegant bath houses and Hot Springs is now an opulent little town bursting at the seams with hotels, motels and seekers after restored health.

Cooled and refreshed, we were directed to the government-run camp site and were in the middle of setting up camp—Olive trying to light a reluctant fire and I pitching the tent—when a large car drew up, a man jumped out and said, "The owner of the motel you stopped at wants you two girls to be his guests for tonight and probably for the weekend." A camp may have been struck faster but I doubt it! Inside half an hour we were installed in an air-conditioned apartment, wallowing in the luxury of our own shower and—sheer bliss—a kitchen with a large refrigerator. The heat had reduced our food supply to limp apologies for the originals and our margarine to the consistency of SAE20, and as the temperature hovered around 95 degrees in the shade our pleasure in the ice-cold drinks we were able to have can be imagined.

During the next few days Hot Springs really gave us a pleasant time. We were interviewed by the local paper, we broadcast over the local radio and were made honorary citizens of the town. We were also given a mineral bath, which was delightful except that we were so blistered by the sun that we emerged feeling parboiled as well as roasted.

Alas, owing to an unexpected booking we had suddenly to vacate our lovely little apartment after two nights and move back to the camp ground. Our departure was, let's face it, completely undignified! I was in the middle of cooking pork chops and potatoes for our evening meal, wet washing was draped about the bathroom and Olive was writing letters when we were told, albeit very apologetically, that our room was required in less than an hour. So the chops and potatoes were flung into a saucepan, the washing was slapped into plastic bags and all the other paraphernalia tossed into the panniers somehow. With the much-appreciated help of Barney Barker, the local Harley-Davidson dealer, and his wife who drove up at the crucial moment expecting to take us on a prearranged sightseeing trip, we managed to transport ourselves and the gear out to the camp site where we stayed for a few more days.

Texarkana is the border town between Arkansas and Texas. There we spent one of our more unusual nights. We stopped at a filling station so that Olive could get her plugs sand-blasted and inquired at the same time if the attendants knew of any camping spot nearby, as none was marked on our map.



Interior of the historic mission church of Isleta. The roof, walls and floor lean at different angles as a result of great age

"Wal," drawled one. "Now there's a place 'bout 20 miles farther on. Got a good swimmin' hole there, too." Then he reflected. "Mebbe, though, they wouldn't let you stay the night there." He thought again. "There's a place up by the National Guard depot," he continued. Second thoughts hit him once more. "Nope, guess you couldn't stay there either. Had 15 or 16 murders around here a few years back. Phantom killer—never did get caught." He ruminated while we raised our eyebrows. Then the idea struck. "Why don't you gals just use the back yard? You can put up your tent between those two empty trucks. Come to that, you can sleep in a truck if you want to."

So we slept in the truck, one of those grey monsters which, from their very bulk, almost blow one off the road as they pass and which are so well handled by their friendly drivers. The back doors of the truck were open and, as we strung up our smalls from the roof, we got quite a kick from imagining the surprise with which the occupants of the overlooking houses would view the sight next morning!



Above: All set for the road. In fun, the girls hitch their machines to the trailer in which they lived for two days at Albuquerque



Right: The imposing skyline of Dallas, Texas, where the machines were ridden through the hotel lobby and into the lift for conveyance to the basement



Another scene from Isleta: Olive White chats with Indian children who display intense curiosity in the machines

The ride from Texarkana to Dallas, nearly 200 miles into Texas, was the hottest we had yet experienced. The temperature was nearly 100 degrees in the shade and we noticed for the first time the constant wind which blows across Texas from the south. It sweeps over the vast plains, sways the mesquite to its whims, whirls the sand in dancing spirals and sends the tumbleweed bowling until it is caught against ranch wire fences and held fast. It is hot and strong and bends the trees grouped around waterholes until they bow before it and permanently droop their heads northward.

In Dallas, feeling the need for a really good clean-up, we rented the cheapest hotel room we could find and caused some eyebrow-raising when we rode our machines through the lobby and into the lift for conveyance to the basement in lieu of a garage.

At that stage in our travels we decided to do a little night riding to avoid the intense heat. The ride took us from Dallas through Fort Worth and 100 miles beyond on a glorious moonlight night. It was a wonderful feeling to ride through the cool darkness with the little James purring happily and the telegraph wires gleaming in the headlamp beam like silver threads being spun out ahead. We stopped in the early hours of the morning, spread our sleeping bags alongside a wire fence behind a gas station apparently in the middle of nowhere and hoped fervently that the rattlesnakes were as tired as we were.

Three days later we were exploring the vast underground world of Carlsbad Caverns in the rugged foothills of the Guadalupe Mountains. I was told that from the park area one could obtain a view extending for 100 miles. In the clear desert air I could well believe it. The size of Carlsbad Caverns is almost incomprehensible. Just one cave alone is 285ft high and the trail around it is 1½ miles long—a wonderland of strangely beautiful rock formations shaded in delicate colours, the whole carefully lit to show this fantasy of nature to the best advantage. There were 356 people in our party. The awesome respect the caverns command was demonstrated when the park ranger guiding the group suggested that, for a few seconds, all lights be extinguished and complete silence maintained. For perhaps 20 seconds there was utter darkness and stillness so absolute that I felt I could reach out my hand and touch it.

Riding from Carlsbad to El Paso, the famous Texas-Mexico border town, we experienced a variety of conditions in one day. At first all was pleasant, for although we were crossing very dry desert country there was a ruffling breeze and at one time we were at an altitude of over 7,000ft. However, in the afternoon the thermometer climbed to 104 degrees in the shade while we were crossing the vast, glaring salt flats. An hour later we were shivering as a sudden, violent mountain storm deluged us with what felt like ice chips on our scorched skin! These storms became a part of our life in the desert country, although I don't think I ever stopped being surprised at seeing so much rain in what I had supposed to be almost completely waterless land.

Magnificent spectacles, the storm clouds would first gather over the distant mountains, purple-black in their gloom or dazzling white where the sun caught them as they surged against the intense blue sky. Then the rain curtains would sweep down, dark grey masses of water flexing in the wind, filling the gullies and desert arroyos with rushing, tumbling water and sometimes sending flash floods tearing up the roads. All the while jagged spears of lightning would cut through the sky and fork into the earth somewhere. Riding through it all, we both felt very, very small.

Entering El Paso thoroughly drenched, we made the Y.W.C.A. our headquarters and parked the machines in an alley at the side of the building. Next morning we found that each machine had a ticket tucked into the windscreens and thought for a horrid moment that we had been nabbed by the police for parking in a restricted area. But to our pleasant surprise the "tickets" were the cards of Raymond Rathbun and on the back of each was written: "Your dealer for British machines—up the alley a few yards." This was indeed a blessing, for Olive's Bantam had been giving us a lot of trouble in various ways while the James needed a little welding on one of the pannier frames. So while the machines were being inspected we yawned with Mr. Rathbun, his son, Bruce, and his right-hand man, "Jacko." Peggy Thomas had stopped at the Rathbun shop on her way down to Mexico and they all recalled her visit (and Mateot's) with great pleasure. Just for a few hours we crossed the Mexican border into Ciudad Juárez where the colourful markets and beautiful goods on sale completely wrecked our budget for weeks ahead!

In travelling northward from El Paso through New Mexico to Santa Fe we were following in the tracks of the Spanish conquistadors whose quest for gold led them through what is now one of America's loveliest states. All along our road were historic markers, erected by the state, telling of the explorations of such men as Coronado, who conquered by the sword, and Don Antonio de Espejo, who brought peace to the Indians. New Mexico has many Indian reservations and villages which may be visited. One such little community is Isleta, a small pueblo just south of Albuquerque. It could be called a typical settlement in that all the houses are made of adobe, a kind of mud brick, and it also has a very fine old adobe mission church over 300 years old.

No sooner had we parked our machines than we were besieged by a dozen or so Indian boys and girls, all begging us in soft voices to buy little souvenirs which their mothers had made. The girls were rather shy but the lads showed a healthy curiosity in the machines. I tried to pronounce the Indian names of two of the little girls but had to give up and be content with prosaic Lizzie and Gert, their Anglo names, which sounded horrible after the mellifluous Indian tongue!

In Albuquerque, New Mexico's booming and largest city, we asked permission to camp at a trailer site. The owner not only refused to let us pay a fee but insisted that we made use of a trailer standing idle; so once again we lived in style for a couple of days, thanks to American hospitality.

Santa Fe, the oldest State capital in America, is 7,000ft above sea level. After we had chugged up the last long incline against a fair wind we found that on full throttle in top gear we were making only 25 m.p.h. on the flat. We both thought there was something wrong with our machines until we remembered the altitude.

For the next few days we were, I think, part of the local sights! Befriended by the owners of the Santa Fe Gift Shop, we pitched our little orange-coloured pup tent almost outside their door and became quite accustomed to being stared at by tourists. During meals it was rather like feeding time at the zoo, with Olive and I as the animals, while on emerging, pyjama-clad, from the tent each morning we never knew quite who or what to expect.

Today Santa Fe is a thriving tourist centre built on the foundations of wonderful scenery, a vivid, ancient history and a skilled and colourful Indian population. It has a remarkably un-American atmosphere, accounted for in part by the fact that new buildings must conform to a certain pueblo style. The very fine post office is an excellent example of harmonious building. Like most Spanish-founded towns, Santa Fe is built around the plaza, on one side of which stands the 17th-century Palace of the Governors. There, by ancient custom, Indians from outlying reservations spread out their wares under the portico for inspection: skilfully made silver jewellery, rugs, blankets and pottery vie for the tourists' dollars.

Our intended two-day stay stretched and stretched. We were very pleased that it did because we received an invitation which led to one of the highlights of our trip: a visit to America's leading art colony and to the famous Indian mountain city of Taos.

".... THE
ARIEL
1000 c.c. SQUARE FOUR

*is an Aristocrat... quite
 happy to be pushed along
 at 90 m.p.h...."*

"Someone is bound to tell me it is inconsistent to follow up a panegyric of lightweights by eulogizing a 4 cwt. model. But I love the 997 c.c. four-pipe Ariel in spite of its weight which, incidentally, it carries very well. The Ariel Square Four is an aristocrat and the smooth, quiet dignity of its passage cannot fail to enhance public relations. It is, of course, no sluggard. Even with a pillion passenger and laden panniers and carrier it is quite happy to be pushed along at 90 m.p.h. On a brief detour through the Lake District I pitted the Ariel, similarly laden, against the three mile Struggles road from Ambleside to the top of Kirkstone Pass—a road with a maximum gradient of 1 in 3½. So light did the four make of the climb, even when restarting after we had stopped part-way up to look back at the view, that *I was surprised to find cars parked outside the inn with boiling radiators. What to the Ariel was a carefree romp was obviously a terror to those family saloons.*"

"The Motor Cycle," January 9th

For further particulars of "The Greatest Motorcycle of all Time," and all the other models in the outstanding 1958 Ariel Range, Send for Free Catalogue to:—

ARIEL MOTORS LIMITED
SELLY OAK, BIRMINGHAM, 29



LIBERO LIBERATI

500 c.c. WORLD CHAMPION 1957

CHOSE BP SUPER



Photograph by courtesy of "Motor Cycling"



HIS CHAMPIONSHIP SCORE

I.O.M.	T.T.	not riding
DUTCH	T.T.	2 ND
GERMAN	Grand Prix	1 ST
ULSTER	Grand Prix	1 ST
ITALIAN	Grand Prix	1 ST

(The French Grand Prix race was cancelled)

CHAMPION'S CHOICE

For three out of his four championship-qualifying races, those in which he had choice of petroli, Libero Liberati chose BP Super. The fourth (German G.P.) was run on organiser's fuel.

PROOFS OF SUPREMACY

In the supreme tests, at international races, rallies and endurance tests, BP products demonstrate their supreme quality again and again.

THE BP SHIELD IS THE SYMBOL OF
THE BRITISH PETROLEUM COMPANY LIMITED



Letters

to the

Editor



Army Help in Trials

Scheme Already Employed in Scotland

THE idea of trials organizers obtaining help from T.A. units ("Sports News," January 23) is already in use by the Highland Club. During last year's Highland Two-day Trial members of a local T.A. unit manned the sections at Foyers. Using wireless and a hand-picked "fatigue party" of brawny Highlanders, they did a first-class job. Owing to warm weather and a total absence of wheelgrip the energetic Territorials had practically to carry the majority of competitors up to the end of the section (I know they carried me!).

Realizing the real hard labour involved in keeping the riders moving through the final sub-sections I offer the unit concerned my belated congratulations and thanks.

"NOVICE."

Fort William.

Plastic Components

Could They Effect Worth-while Weight Reduction?

I WAS very impressed with the clever use made of plastics in the new Bond scooter and feel that it is about time this material was put to increased use on two-wheelers. But what of our conventional four-hundredweight (and over) motor cycles? Something really must be done to reduce the tremendous weight of present-day machines. I reckon that a useful number of pounds could be saved just by making the following components out of plastics instead of steel: petrol and oil tanks, front mudguards, front and rear number plates, headlamp shells, tool boxes, primary chaincases, chain guards, dynamo commutator covers, voltage regulator covers, dust shields on forks and rear dampers. Besides reducing the weight of the machine there would be a first-class finish that, most important, would be rust-free. The chromium-plated tank fanatic could still have plated panels screwed to the sides of the tank if he so desired.

While on the subject of plastics, it might be worth while to dip frames and handlebars into a plastic solution for a really

durable finish. Rudge had their excellent celluloid-covered handlebars and control levers years ago.

Put a sensibly designed fairing (also plastic) on to a machine lightened as described and the result will be greatly increased performance and more m.p.g.

L. C. ROGERS.

Liverpool, 19.

Sawing Through the Ages

A Question of Using the Stronger Muscles

YOUR correspondent A. D. Osi (January 23) is surely right about the rigidity of steel being necessary for the cut to be made on the push stroke, but there is another factor as well. Our extensor muscles are stronger than our flexor muscles, i.e., we can push harder than we can pull, and so the cut on the push stroke is more effective. The proof of this is the position of the body in tetanus when all the muscles are in extreme tension and the body and limbs are extended.

The rest on the pull stroke allows the muscles to relax and blood to circulate, which could not happen if the cutting work were done on both strokes.

Halstead, Essex.

"RELUCTANT PILLION PASSENGER."

Scooter Performance

In Some Ways Superior to That of Lightweights

TIME and again in your columns the assumption is glibly made that whatever advantages scooters may offer must automatically be paid for by poor performance and roadholding; the latest instance is the opinion ascribed in your pen portrait (January 23) to designer Herbert Hopwood that, compared with scooters, motor cycles have "inherent stability." I challenge this condescending assumption on the grounds that it just is not borne out by fact. While it is true that one particular type of early scooter was in some respects unsatisfactory, later designers have benefited by experience, and your road-test reports of more recent models very commonly pay high tribute to their handling qualities.

I remember with joy an article describing the adventures of a couple of burly enthusiasts who, at the invitation of the makers, took a tiny scooter for an afternoon on a trials course. At first they thought they were on a motorized roller skate but as that wet, muddy afternoon proceeded they became more than impressed by the toughness and handling of the machine.

Myself, I ride a lightweight which is well known as a good roadholder and which appears with success in trials on both sides of the Atlantic. I have no complaints. It has a delightful engine and controls, and it gives an adequately comfortable ride under all conditions I normally encounter; but when some months ago I had the opportunity to use a scooter for about 1,000 miles of both town and distance riding, it was a revelation. I could take

"Venable will be pleased"



it round bends at an angle which, attempted on my machine, would scare the pants off me; it clung to wet London road surfaces as though the tyre treads were impregnated with glue; and on an unmade road it went smoothly over potholes which would make me leave the seat of my lightweight. On the other hand it was much harder work—physically—to ride.

Now let your cocksure enthusiasts read Vic Willoughby's impressions (January 16) of a new British scooter. He reports not only excellent handling and comfort but a speed and hill-climbing performance that is definitely good for a 148 c.c. engine. Since this scooter is considerably heavier than lightweight motor cycles of the same engine size, one must surely ascribe the good performance to the better penetration of a machine with a smooth body.

The plain fact is that the suspension of all lightweight motor cycles suffers because tradition decrees they must have wheels much larger than their weight calls for. The wheels (including tyre) with an outside diameter of 17in or so which are becoming normal in scooter design give a more favourable ratio of sprung to unsprung weight; in addition, they give a much freer hand to designers by leaving more space in between; finally, by enabling the head bearings to be brought lower they minimize the problem of ensuring torsional stiffness in the frame.

So much for one design fundamental. What of scooters as available on the market? One point that comes immediately to mind is that whereas almost all lightweight motor cycles have telescopic front forks with either no damping or the very simplest oil-operated arrangement, it is usual nowadays for scooters to have the geometrically superior horizontal-link type of suspension and a great many have proprietary spring-and-hydraulic suspension units at front and rear. Those few lightweight motor cycles which have such advanced suspension are priced in the range of scooters but without the weather protection, the elegance, the easily removable and interchangeable wheels, and perhaps electric starting, too, which makes the scooters such good value at the price.

Why, then, am I guilty of the apparent inconsistency of having bought a motor cycle? That is another story. The fact is that no vehicle so far on the market satisfies my wish for a two-wheel car, though the latest scooters come near; and the motor cycle is for me only the basis of the vehicle I am at present constructing for myself. It minimized initial outlay and gave less to discard.

IAN LESLIE.

London, N.10.

The Stop Light

Inexperienced Riders Use the Rear Brakes

WITH reference to the question of whether the stop light should be actuated by the front or rear brake, I think that the rear brake is the obvious choice as an inexperienced rider tends to use the rear brake more than the front and thus there is warning of his intention to stop. Surely any experienced rider worth his salt can spare a touch for the brake pedal just to show that he is using his front stopper?

Witney, Oxon.

"SHOOTING STAR."

Winter Enjoyment

Keeping the Ears Warm: Fun in the Snow

MAY I comment on a couple of remarks made by Mary Carmichael in your issue for January 30? First, for anyone, male or female, who wishes to keep their ears warm in winter and their skulls safe, there is a simple and inexpensive method. Merely obtain a fairly fine woven wool scarf, place it over the head and cross the ends over or under the chin as desired; a helmet placed on top will then keep the scarf quite securely in position.

Secondly, riding in snow is, to my mind, great fun, especially for anyone who cannot afford to take up trials riding! It therefore greatly amuses me when some otherwise tough and keen male friends admit that they put their machines away at the first sign of a little snow or ice. Given time in which to get to my destination, I thoroughly enjoy riding under snowy conditions but, I must add, only on my own machine: no one could persuade me that small bikes are either more economical or safer. Give me a broad tank between my knees, a well-sprung dual-seat and 500 c.c. of engine and I am quite happy whatever the weather—the wilder the better.

AUDREY WILSON.

Birmingham, 21.

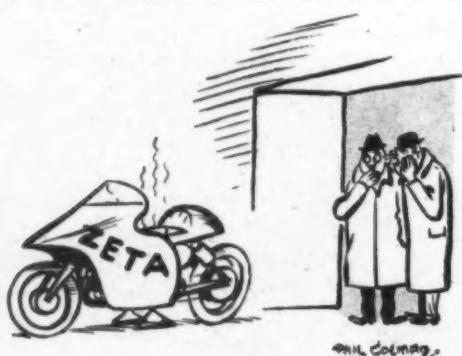
Saddle Height

Where Are All the Adjustments of Yesteryear?

MANY other riders, I am sure, besides myself must have been amused by "Shorty's" suggestion (January 23) of smaller wheels to reduce saddle height. Presumably, bigger wheels would be available for taller riders! It does seem amazing that this



"Growing your own sidecar?"



Bill Colman.

"All I know is they've been experimenting with sea-water injection"



Bill Colman.



Soviet women atwheel—and on snow at that! This picture shows the start of a traditional women's race organized by the Voroshilov Club and, starting from a Moscow station, held over a distance of approximately 12 miles

height business should be such a problem. Recently, after trying a friend's machine, I told him that I found it too high, too wide and too heavy. Not so many years ago machines could be obtained with saddles, handlebars and footrests that really could be adjusted up and down, backward and forward to suit almost any rider. But, of course, since then we have made "progress."

A. G. JEAL.

A.C. Generator Equipment

Does Any Aircraft Employ Coil Ignition?

YOUR correspondent, "New Fangled" (January 30), in proclaiming that A.C. generator equipment wins "hands down" over a magneto and dynamo, states: "Reliability of a component is of greatest importance to a motor cyclist." I think, for obvious reasons, reliability is of even greater importance to aircraft. Can he name any aircraft that uses coil ignition?

Liverpool, 14.

"NERVOUS."

Speeding Offences

A Witness Recounts the "Red Dommy" Affair

IN reply to D. Clark (January 30) and others of your correspondents in regard to "Red Dommy's" letter (October 31 last), I must write this because I think some people may imagine that "Red Dommy" has not related the facts. You see, it was I who told him about the way the police car followed him, as I will explain.

The day he was caught for speeding I was riding along with him. He was taking it easy to enable me to keep up with him on my two-fifty B.S.A. We were travelling on a long, straight and wide road which was level at first, then climbed a hill and levelled out again round a corner to a cross-roads controlled by traffic lights. My machine would not take the

hill so easily as the Dominator and I was left a little way behind. A car just started to pass me with only its side lights on. Someone behind flashed all his lights on and off, and I saw that the car which had just passed me had its police sign unlit. As I came over the brow of the hill I saw "Red Dommy" going through the traffic lights, but before the police car got there they changed to red. The police promptly illuminated their sign and went through with the lights at red. When the police stopped him I was hot on their tail, and I stood waiting. The policeman's spelling was terrible, as "Red Dommy" said, but what he did not say was that the policeman wrote his number down wrongly, so he could easily have read the police speedometer to suit his own purpose.

If there are any cribbers, I may say that I am the son of a policeman. "GALLANT 250." Cliviger, Lancs.

Spare Parts Supply

Manufacturers Also Must Play Their Part

HEARTY congratulations on your leading article entitled "Shopping for Spares," published on January 30. You certainly hit the nail fair and square on the head and it is to be hoped that those to whom your remarks apply will, in future, follow the advice given. If, at the same time, British manufacturers will improve their spares supply to the trade, dealers will begin to get back some of the goodwill and customer confidence which has been lost over recent years through suppliers being out of stock for long periods.

GEORGE EIGHTEEN.
(General Manager, Great Western Motors).

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

QUESTION & ANSWER

IGNITION CUT-OUT

MY PARALLEL TWIN is fitted with an ignition cut-out button mounted on the end of the contact-breaker cover. Pressing the button now fails to stop the engine. Can you enlighten me as to what might be wrong? S. W. MURPHY, Manchester.

There are three possible causes: dirt or grease between the contact-breaker cover and the body of the magneto; a poor connection between the button and the contact breaker itself; a dirty, distorted or burnt earth brush (this brush is located in the magneto body, secured by a screw, and makes contact with the armature).

LEARNER SUPERVISION

AS A LEARNER on a sidecar outfit I realize that I must not take the outfit on the road unless accompanied by a qualified driver. Therein lies my problem. One of my father's friends who drives a car and used to ride motor cycles years ago is willing to help me out occasionally on a Saturday afternoon, but he has never passed a driving test. Does that mean that he is not legally qualified to accompany me? L. R. WILSON, Chester.

Since your father's friend drives a car he must hold a current driving licence. If he has never passed a driving test he must have held a licence before 1 April 1934. Bearing in mind that he used to ride motor cycles it is probable that his present licence covers motor cycles (group G) as well as cars (group A). Almost certainly you will find that he has an all-groups licence. As long as it covers group G he is legally competent to supervise you. The law's requirement is that the supervisor must (a) hold a current licence (not a provisional licence) to drive the class of vehicle in question and (b) have held such a licence for at least two years or have passed the driving test.

MISTED GOGGLES

IN COLD and wet weather I am usually troubled by misting-up of my goggles. Is there any means whereby this bother can be prevented or, at least, minimized? Chingford, Essex. S. T. SIMPSON

Several special demisting preparations are available, one of which is almost certain to be obtainable from your local

EVER since *The Motor Cycle* was founded over half a century ago, helpfulness has been the keyword. The Editor and staff have always been pleased to answer readers' queries and to offer whatever advice they could on their pet subject—motor cycles. The thousands of inquiries sent each year are dealt with through our Technical Information Department which has at its disposal a vast range of reference material.

Today we publish—together with the answers—a brief selection of questions received during the past few weeks. Further selections will appear from time to time. Only a very limited number can appear in print and our practice of replying by post continues, irrespective of publication.

The free-information service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped, addressed envelope for the reply.

accessory stockist. As well as treating the insides of the lenses, it is a good plan to repeat the process on their outsides; then, instead of settling on the lenses in the form of blobs, rain will spread into a thin film which can be seen through quite easily. Should you have difficulty in obtaining a demisting compound, an excellent substitute is to smear the lenses with a strong solution of household deter-



gent. The solution should be allowed to dry, after which the lenses should be polished with a soft, dry cloth.

CHAIN WEAR

A ROUGH-AND-READY method of assessing chain wear, I know, is to pull the chain away from the sprocket. However, what is a more accurate way of determining when a chain should be replaced? K. ASPINALL.

First soak the chain in petrol or paraffin and brush all foreign matter from between the rollers and links. Next, lay the chain on a clean board, secure one end and push the other end towards it, making certain that the chain remains flat; measure the length. Next pull out the chain and measure the new length. An eighth of an inch of wear per foot may be ignored; if a quarter of an inch per foot is present, a replacement chain is necessary.

The sprockets should also be checked for hooked teeth, ovality and distortion. If the sprockets are in poor condition they will quickly wear out a new chain.

GEARING

A FRIEND and I have similar models, five-hundred singles, but he fits a sidecar to his in the winter months and has an engine sprocket two teeth smaller than mine. In solo trim, with the sidecar gearing, his machine is naturally quicker off the mark but I cannot understand why it should also have a higher maximum speed. Can you explain please? Cambridge. A. F. WHATMORE

Most motor cycles are deliberately overgeared by the manufacturers to reduce the engine r.p.m. at cruising speeds; this applies to both solo and sidecar gearing. It serves the secondary purpose of making it almost impossible to over-rev the engine in top gear except in very favourable circumstances.

A small degree of overgearing can thus be beneficial but if overdone, as it is in some instances, it results in a loss of maximum speed and top-gear tractability. You will probably find that, except with a



strong following wind or a downward gradient, your model is almost as fast in third as in top—a sure sign of marked overgearing.

Your friend's machine is probably either correctly geared for maximum solo performance (but rather too high for sidecar work) or slightly undergeared; in either case it will be considerably faster in top than in third. If you fitted an engine sprocket with one tooth less than standard you should enjoy improved docility and maximum speed, though at the expense of slightly higher cruising r.p.m.

SUPER FUELS

I HAVE a 1957 Shooting Star twin which I have been running quite successfully on premium-grade fuel. What improvement in performance could I expect if I changed over to one of the 100-octane fuels on the market? Newcastle.

R. L. GOWER

Bearing in mind that the compression ratio of your machine is 7.25 to 1, it is doubtful whether you would gain any noticeable improvement in economy, acceleration or maximum speed by using 100-octane petrol. The super-quality fuels are primarily intended for use in engines with compression ratios higher than about 8 to 1 and which, when run on premium petrols, are prone to pinking.

LIGHTING PUZZLE

THE MILLER electrical equipment fitted to my machine has a cartridge-type voltage regulator mounted atop the dynamo. Recently the ammeter has shown no charge, even at high speeds. The fitting of a replacement cartridge failed to produce a charge. It has since been tested by a service agent and found to be working perfectly. On completing the electrical circuit minus the cartridge an eight-amp charge was obtained. No part of the equipment had been disturbed for over a year apart from the fitting of a replacement cover for the regulator just before I noticed the lack of charge. Can you help me to solve this mystery? Cardiff.

M. B. DACRE

It seems likely that you have omitted to replace between the cover and the regulator the sheet of insulating material. The insulator is supplied to prevent the cover from making contact with the cartridge securing clip and causing a short circuit.

HORSE-POWER

I UNDERSTAND that the continental horse-power unit for measuring engine output is smaller than the British unit, and to judge by some of the claimed outputs this seems very likely. How do the two units compare? D. RICHARDS Blackpool.

The D.I.N. (German standard) or metric horse-power is equivalent to 0.9863 of the British horse-power, or 32,559 ft lb/min against the British 33,000. The

difference is thus less than 1½ per cent—perhaps ½ h.p. on a good 250 c.c. engine—and so can be ignored because such things as the presence or absence of intake or exhaust silencing when power is being measured would have a far greater effect.

LAPPING A PINION

HAVING FITTED a replacement crank-shaft pinion to my engine, I find there is a tight spot once each revolution of the crankshaft owing to the pinion meshing too deeply with the cam wheel. The makers suggest lapping as a remedy. What is the procedure, please? V. H. SYMES Chelmsford.

The tightness is probably due to a slight eccentricity of the pinion or shaft and a little careful lapping should put

cylinder should be removed; if not, the sparking plug must be taken out. Rotate the crankshaft by means of the connecting rod or by a spanner on the engine-sprocket retaining nut. Should the cam-wheel spindle not be supported at its outer end by an outrigger bearing, the timing-chest cover must be fitted to hold the cam wheel in correct alignment during lapping. After a few oscillations, the crankshaft should be rotated one revolution and the lapping repeated with the pinion in mesh with the opposite side of the cam wheel.

Periodically the lapping compound should be washed away and the meshing checked in both positions with the teeth dry. When the necessary freedom has been achieved it is essential to remove all traces of abrasive with petrol. The teeth should be oiled on reassembly.

BALL BEARINGS

WHEN REPACKING the cup-and-cone bearings of the wheels of my secondhand two-stroke I found that, with the balls correctly positioned, there was just sufficient room for one more ball in each cup. Is this correct? P. V. DENRY Farnham, Hants.

The balls should not be tightly packed and the addition of one more than the number found in the races would result in overcrowding and, possibly, chipping of the balls or pitting of the cups and cones. The spares list should indicate how many balls are required in each bearing.

LAW ON SPEEDOMETERS

I HAVE bought a pre-war lightweight which is not equipped with a speedometer. Am I required by law to have one? Oxshott, Surrey.

K. P. JAMES

If the machine was first registered before 1 October 1937 there is no need to fit a speedometer. If the engine capacity does not exceed 100 c.c. a speedometer is not required regardless of the date of registration.



Airflow

and

Gravity

Interesting Performance Comparisons of the RCA Engine in a Motor Cycle and in a Car

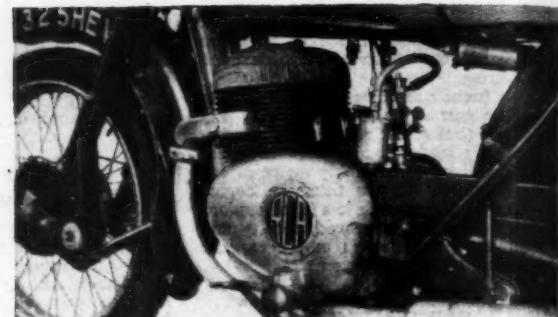
By ALAN BAKER

ONE of the most exhilarating advantages of the motor cycle over the car, particularly in present-day traffic, is its livelier acceleration. That, of course, is a product of a more favourable power-to-weight ratio. On the debit side, however, the poor aerodynamic shape of the normal two-wheeler is evident in relatively inferior high-speed performance and a much more rapid increase in fuel consumption with speed than applies to a car of modern, low-drag form.

To what extent is the gain on the swings of acceleration lost on the round-about of high drag? An unusual opportunity of assessing this balance came my way in the form of the RCA engine, that very promising 349 c.c. parallel-twin two-stroke designed by Peter Hogan. In Vic Willoughby's article discussing the performance and behaviour of the engine in a Greeves frame (*The Motor Cycle* for January 30) it was stated that the unit had previously been installed in a Berkeley car. It was with the Berkeley that Peter Hogan and I obtained a set of performance figures for comparison with those subsequently provided by the motor cycle.

The Berkeley is a very small, light sports car of polyester/glass construction and normally powered by a 328 c.c. Excelsior engine (also a parallel-twin two-stroke, of course) similar to that in the new Super Talisman S8. The open two-seater body presents a very small frontal area and has excellent aerodynamic shape, save that the cooling air which enters the large intake in the nose has to follow a rather devious path to reach its outlet. Overall length, width and height with hood raised are 10ft 3in, 4ft 2in and 3ft 6½in.

A reversing Siba Dynastart was fitted to the engine for use in the car only and in consequence it was possible to utilize the same gear box in both vehicles; internal ratios were 1, 1.3, 1.71 and 3.11 to 1. The overall gearing in both forms was calculated on the basis of speeds it was thought should be attainable without too much help from wind or gradient



The engine which enabled the comparisons to be made—the 349 c.c. RCA is here installed in the Greeves frame

—70 m.p.h. for the car and 80 m.p.h. for the motor cycle. The respective overall ratios to achieve these speeds at peak r.p.m. (between 5,900 and 6,000) were 5.29 and 5.74 to 1. (The car, of course, was fitted with smaller-diameter wheels.) At the respective mean maxima of 67 and 76 m.p.h., the car and motor cycle r.p.m. were 5,720 and 5,700, and at the highest one-way speeds (71 and 78 m.p.h.) they were 6,070 and 5,850.

For obvious reasons the exhaust system could not be identical in each case but it was similar and employed the same pattern of silencer (which, unfortunately,

absorbed more power than a silencer specially designed to suit the engine). In all other respects the power unit was unchanged from one set of tests to the other and the same stretch of road was used.

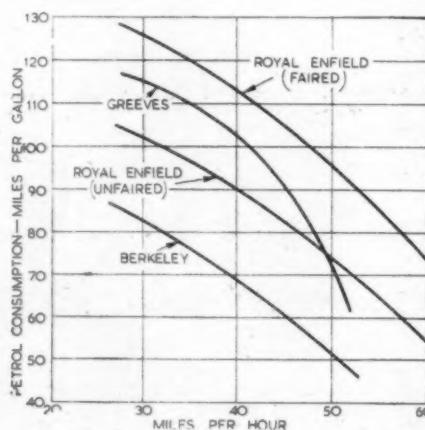
Because of the amount of traffic on the road and the restricted visibility with the hood raised (like most open sports cars, the Berkeley is appreciably faster with the hood up) it was decided that I should sit alongside Hogan and operate the stopwatch. A gusty half-gale was blowing obliquely across the measured quarter-mile and rain fell unceasingly.

It is difficult to assess how much better the Berkeley would have performed without the weight of a passenger and under the same conditions as Willoughby had for his figures (dry, cold and a fresh cross breeze) but my guess is 2 to 3 m.p.h. on mean maximum speed, perhaps a second off the standing quarter-mile time and from 2 to 5 m.p.g. more depending on the speed. We covered two flying quarter-miles in each direction. These were followed by two standing quarters each way and finally the three two-way fuel-consumption runs. The figures obtained are given in the table.

It is appropriate to mention here that when Willoughby tested the Greeves he wore his usual plastic suit and overboots and for the flying quarters adopted as much of a racing crouch as possible. For the standing quarters he crouched but did not get right down to it. When checking fuel consumption he was normally seated. Study of silhouettes prepared from the head-on photographs suggests that, allowing for perspective, the frontal area of the Greeves is about a third that of the car when the rider crouches and about half when he sits up.

From the laden weights quoted in the table (two-up in the case of the car), the lb per c.c. figures are 3.05 for the car and 1.44 for the

	Berkeley	Greeves
Mean maximum speed	67 m.p.h.	76 m.p.h.
Fastest one-way run	71 m.p.h.	78 m.p.h.
Standing quarter-mile	24.1 sec	19 sec
Speed at end of quarter-mile	59 m.p.h.	69 m.p.h.
Petrol consumption (24 to 1, mixture):		
30 m.p.h.	80 m.p.g.	110 m.p.g.
40 m.p.h.	66 m.p.g.	104 m.p.g.
50 m.p.h.	50 m.p.g.	68 m.p.g.
Laden weight as tested	1,063 lb	502 lb



Above left: Tabulated test data for the two vehicles. Left: Fuel-consumption curves of motor cycle and car, together with those of the 346 c.c. Dreamliner Royal Enfield in faired and unfaired form

Studies in frontal area and drag: the motor cycle has a frontal area about half that of the car when the rider sits normally and about one third when he crouches



motor cycle—a ratio of over 2 to 1. However, the difference in overall gearing and in tyre rolling diameters gives about a 14 per cent advantage to the car in gross thrust at the rear wheels. If from this the rolling resistance (about 2 per cent of the weight for machines of this type, irrespective of speed) is deducted we have the net thrust available for acceleration and for overcoming air resistance; this net thrust still favours the car—but by a smaller amount.

When air drag is low enough to be unimportant—say, at peak torque in bottom gear—dividing the net thrusts by the weights gives a measure of the relative acceleration potentials. That of the two-wheeler works out at almost twice that of the Berkeley—the actual ratio between them I calculate to be 1.93.

On that basis the initial acceleration of the Greeks should be something like twice that of the car. But air resistance increases as the square of the speed and soon begins to make itself felt. Certainly it is appreciable at 30 m.p.h. As the speed rises the unstreamlined motor cycle's superiority in accelerative thrust diminishes at an increasing rate—in spite of the fact that in the higher gears the net-thrust/weight comparison becomes slightly more favourable to the two-wheeler; in top gear it is up to 2.06. The reason for the increase is that the gross rear-wheel thrust at a given engine speed is proportional to the gearing reduction; and the higher the gear ratio in use the larger the proportion of that thrust which is absorbed in overcoming the constant rolling resistance.

The manner in which the greater air drag of the motor cycle came into effect is clearly demonstrated by the figures recorded for the standing quarter-mile. Although, as already indicated, the Berkeley's acceleration off the mark was probably little over half that of the Greeks, the car's time was the greater by only 27 per cent, while its speed at the end was lower by barely 15 per cent. The maximum speeds recorded continue the theme

of a diminishing advantage: on mean maximum the car lagged by 12 per cent and on the fastest one-way the difference was down to 9 per cent.

On the basis of the very approximate frontal areas, the fastest one-way speeds and the net thrust figures referred to earlier, the drag-coefficient ratio of car to motor cycle is about 0.42 to 1. In other words, the motor cycle is less than half as efficient aerodynamically, even with the rider lying down.

Although the car fuel-consumption curve looks reliable, I am less happy about that for the Greeks because of the unexpectedly low 50 m.p.h. figure. However, Willoughby reported a spell of unusually heavy traffic during that run; and that, coupled with the onset of darkness, resulted in appreciable throttle-setting variations to keep the speed constant. It would not be unreasonable to expect at least 5 m.p.g. more under better conditions. At 30, 40 and 50 m.p.h. the

respective advantages in consumption returned by the motor cycle amounted to 38, 52 and 30 per cent. That the 30 m.p.h. percentage is not higher is due to the occurrence of four-stroking, and consequent fuel wastage, whenever the Greeves' throttle was eased. By 40 m.p.h. the running was clean.

It is a pity that weather and traffic combined to preclude our obtaining a consumption figure for the car at 60 m.p.h., since a comparison at that speed would have been particularly interesting. To judge by the rapid convergence of the curves, the motor cycle would have had only a small margin in hand—certainly not more than 15 per cent. But even without that fourth consumption rate, it is clear that as the speed rises the bogey of bad aerodynamic shape reduces more and more the economy advantage of the motor cycle.

My personal reaction after working through all the data acquired was, "Thank goodness for the good power-to-weight ratio but why cannot we have the best of both worlds?" That sent my mind back 15 months to the M.I.R.A. tests of our Royal Enfield Dreamliner and of the remarkable all-round improvement



resulting from the enclosure. For interest I have plotted the consumption graph for the Greeks and the Berkeley on the basis of a gallon of petrol and not of petrol, and to it I have added the Bullet's thirst record in both faired and unfaired forms. The fairings made the unexpectedly large improvement of 23½ per cent at 30 m.p.h. and at 60 m.p.h. the gain was 34½ per cent—in other words, the rising-speed sacrifice had been substantially reduced. And in spite of the extra weight, acceleration over the standing quarter-mile as well as maximum speed were improved, the latter by no less than 11 per cent.

Dolphin-type fairings for roadsters were the subject of a leading article in our issue for February 6. While such fairings would almost certainly be less effective than full frontal streamlining with a faired tail, they should be capable of improving appreciably the penetration of both machine and rider.

Frames

THE backbone of a motor cycle, scooter or moped is the frame which, of course, bridges the wheels and provides a mounting for the engine, gear box and other components. Three main types of frame construction are employed at present. Most common is the frame composed of steel tubes although, in

recent years, there has been a marked swing towards frames of composite tubular and pressed-steel construction and even to frames made entirely of steel pressings. Application of the last-mentioned method of construction has so far been chiefly to mopeds and scooters. However, there are one or two well-known foreign manufac-

turers of motor cycles who have pinned their faith to the pressed-steel frame.

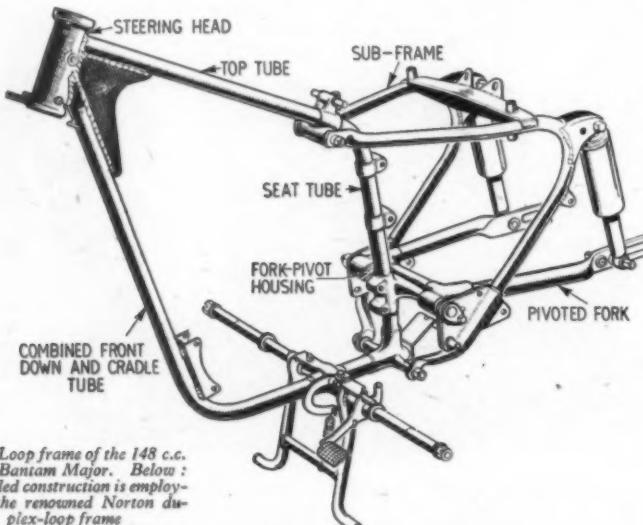
There are three methods of joining the tubes of a tubular frame, namely, brazing, welding and bolting. Until comparatively recently practically all joints were made by means of forged-steel or malleable cast-iron lugs into which the tubes were brazed. Brazing entails heating the joint to a bright red and filling it with molten bronze.

Nowadays a great many frames have welded joints which, because the heavy lugs are dispensed with, afford a considerable saving in weight and are equally robust. Often the less highly stressed tubes are bolted together, in which case the end to be bolted is clenched sufficiently to enable a flat steel insert to be placed in position, whereupon the tube is further clenched on to the insert and drilled to receive the bolt.

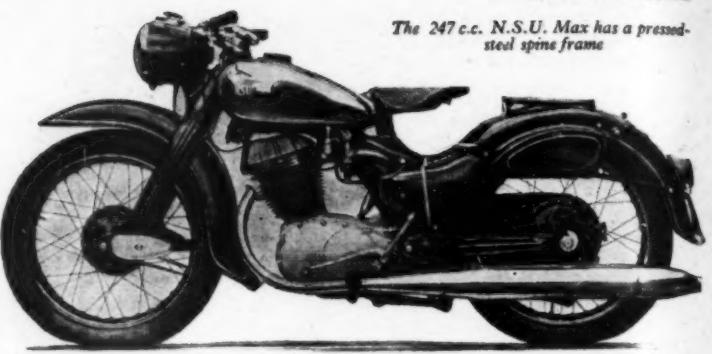
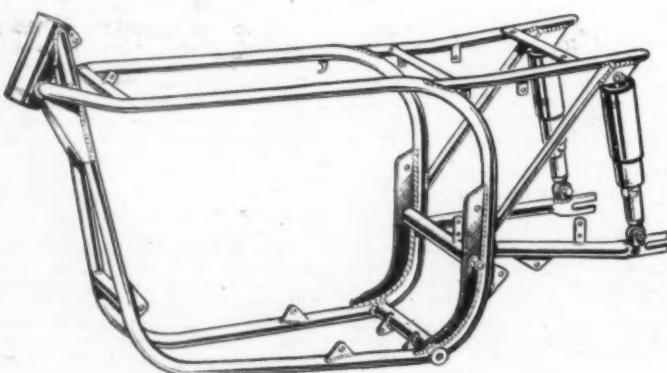
In its simplest form, a motor-cycle tubular frame consists of four main members. At the front, sloping at an angle of approximately 30 degrees from vertical, is the steering head, a short, large-diameter tube or lug which supports the steering column of the front fork. The steering column is carried in two ball thrust bearings—the steering-head bearings—positioned one at the top and one at the bottom of the steering head.

Joined to the steering head are two tubes. They are the front down tube which sweeps diagonally downward and rearward to a point immediately in front of the engine, and the top tube which extends horizontally rearward to the saddle. Fourth member is the seat tube which projects downward from the saddle end of the top tube to a point just behind or in front of the gear box.

Before rear springing became general, the rear-wheel spindle was carried by two pairs of tubes which projected rearward from the top and bottom of the seat tube and met at the spindle. The upper tubes were known as the seat stays and the lower tubes were termed the chain stays. In the case of plunger springing these tubes support the plunger housings. Where pivoted-fork rear springing is employed the fork pivot in many instances is attached to the rear of the seat tube. Usually of welded, tubular construction, the fork may pivot on rubber or phosphor-bronze bushes or taper-roller bearings. Chief advantage of the rubber bush is that it needs no lubrication. Rearwardly



Above: Loop frame of the 148 c.c. B.S.A. Bantam Major. Below: All-welded construction is employed for the re-enforced Norton duplex-loop frame



The 247 c.c. N.S.U. Max has a pressed-steel spine frame

extending loops bolted, welded or brazed to the top and bottom of the seat tube support the upper ends of the shock absorbers.

The engine is mounted between two pairs of steel plates known as the engine plates. One pair is bolted to the bottom of the front down tube and the other pair to the bottom of the seat tube. The rear plates also form a mounting for the gear box.

It will be noticed that the engine crankcase forms the link between the lower ends of the seat and front down tubes. Such a frame is termed a diamond frame because its main members form roughly an inverted triangle.

There are several other types of motorcycle tubular frame. Most common is the cradle frame in which the lower ends of the seat and front down tubes are linked by either a single tube or two substantially parallel members placed side by side. A variation of the cradle frame is the loop frame in which the front down and seat members are formed by a single tube which loops under the power unit. Yet another variation, employed more particularly for medium- and large-capacity machines is the duplex-loop frame. This design, as its name suggests, has two front down tubes which continue beneath the engine and sweep upward to join the rearward end of the top tube.

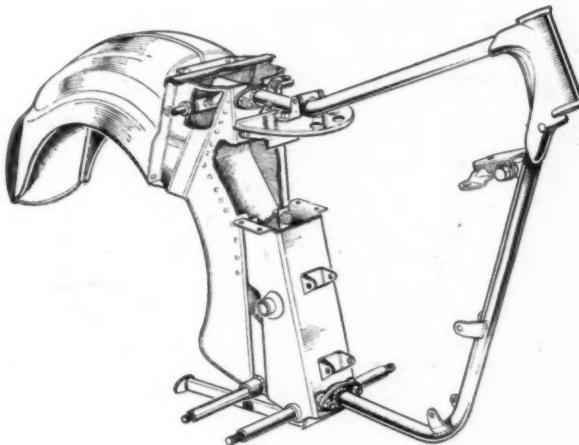
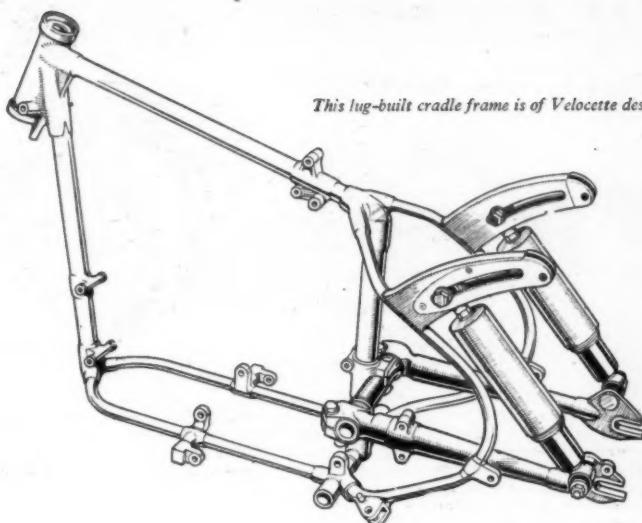
Possibly the most famous duplex frame of all has twin top members as well as duplicated front down, cradle and seat components. Further, all four functions are performed by two tubes which run downward from the top of the steering head, rearward under the engine and gear box, upward under the seat then forward to join the bottom of the steering head.

In recent times one of the major trends in motor-cycle design has been towards a general improvement in appearance, achieved in a number of cases by concealing such ugly components as the battery and air filter by means of shapely pressed-steel panels bolted to the rear part of the frame. An answer to the problem of providing a degree of enclosure with minimum extra weight lies in the composite tubular and pressed-steel frame. Essence of this method of construction is that steel pressings replace the tubes which support the seat, rear mudguard and rear shock absorbers and in some designs extend rearward to form the mudguard. Such pressings are described as being stress bearing.

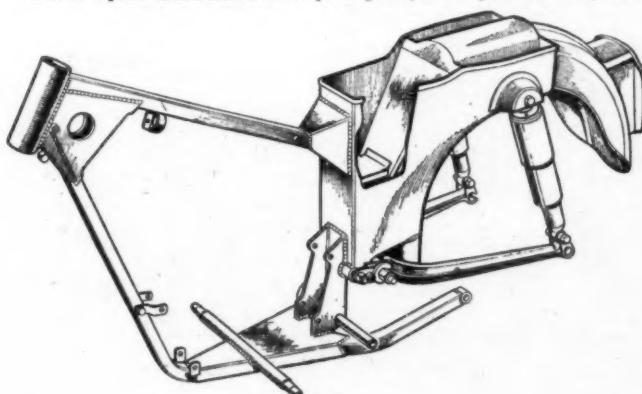
From the composite frame it is but a step to a frame constructed entirely in pressed steel. Most pressed-steel frames are of spine type. That is to say, the frame comprises a single beam-type member which extends rearward from the steering head to support the seat and sweeps downward behind the engine-gear unit. There are no front down or cradle members. The power unit is usually bolted to the frame at the cylinder head and at the rear end of the casting forming the crankcase and gear-box shell. Such a frame is usually fabricated from a number of pressings welded together.

The majority of scooters have tubular frames to which the bodywork is bolted.

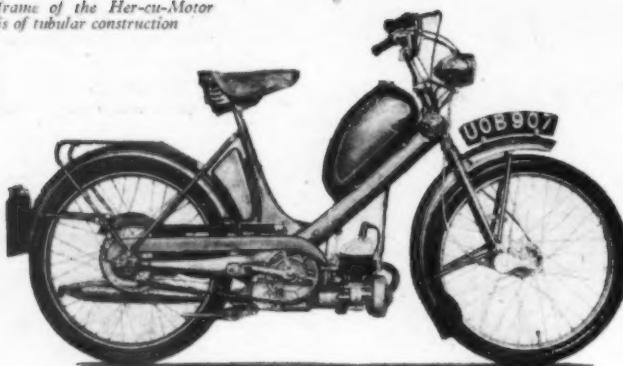
This lug-built cradle frame is of Velocette design



*Above : A frame of tubular and pressed-steel construction—that of the James Commodore.
Below : Square-section tubes and steel pressings are features of this D.M.W. frame*



The spine frame of the Her-cu-Motor moped is of tubular construction



To enable the design to have a flat floor the frame main member is usually a single large-diameter tube which sweeps sharply downward from the steering head and then runs in a horizontal plane to

terminate at a point below and just rearward of the engine which may be bolted to lugs or plates welded to the main tube. Support for the rear bodywork and suspension may be furnished by an upward

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and rearward continuation of the main tube or by a tubular sub-frame welded to the main member. Weathershield and platform are bolted to mounting brackets brazed or welded to the steering head and main tube.

Some scooters are constructed entirely in pressed steel. Details of one particularly successful type are that weather-shield and footboards are formed by a single pressing. To the pressing is welded an inverted U-section pressing which extends from the top of the weathershield and along the top of the floor to provide a mounting for the engine-gear-transmission unit. The rear bodywork is made up from a number of pressings welded to the U-section member.

PART 12

Next week's article will conclude this series. The subject will be bearings. Various types of plain, ball and roller bearing will be described and their respective uses explained

A Minibike Restyled

Ingenious Conversion to Scooter Form With Simple Hand Tools

WHEN one has ridden a machine for a year or two there may come a time when its faults seem unduly intrusive: the honeymoon novelty has worn off and long-standing affection has not had time to develop. At that stage one may be tempted to reconstruct the machine according to one's own ideas, especially if one has the courage of V. Hogg of Accrington, in Lancashire. For Mr. Hogg rebuilt his Bond Minibike and now rides the workmanlike scooter shown in the photograph. The power unit is the one-two-five J.A.P. two-stroke.

The front end comprises the original front

Comprehensive weather protection is a feature of the rebuilt Minibike

mudguard split down the middle with four added panels in 18-gauge Duralumin, each curved in single plane. Between each panel is a strip of rubber to prevent metal-to-metal contact and reduce vibration. The panels are fastened by 4BA. screws and nuts and self-tapping screws and rivets will replace them after 20,000 miles.

The cowling thus formed is carried on a sub-frame of $\frac{1}{2}$ in-diameter galvanized seamless conduit tubing anchored to a stiffened rear frame and further supported by two straight lengths of $\frac{1}{2}$ in tube attached to the existing legshield bolts on the original frame beam. Each supporting tube is fastened to the sub-frame by a lap-over bracket in 16-gauge steel.

Luggage compartments at the rear are in 16-gauge aluminium and $\frac{1}{2}$ in-diameter conduit frames anchored to a U-shape angle-iron stiffener round the rear wheel. New rear fork ends secured to the stiffener and combining horizontal and vertical slots permit wheel removal without splitting the rear chain. Luggage compartments have side doors of 20-gauge sheet metal using kitchenette hinges. It is possible to stow a safety helmet in either. Each door has two locks of the owner's design and requiring a very special

key! Front and rear bumpers are fitted, made from pieces of a light-alloy wheel rim from a bicycle.

Side panels are of 16-gauge aluminium and each is secured by one quickly detachable screw. The right-hand panel has a petro-tap-access opening fitted with a detachable lock-up door. The sparking plug can be changed through this opening even when the rider is sitting on the machine.

The original legshield-cum-footboards was moved 2in forward for greater comfort. The modification meant that the centre stand (Mr. Hogg's design) could not operate as before, that is, by means of a return spring. The stand is now cable raised and falls by gravity when released, making it possible to bring the stand into use while sitting astride.

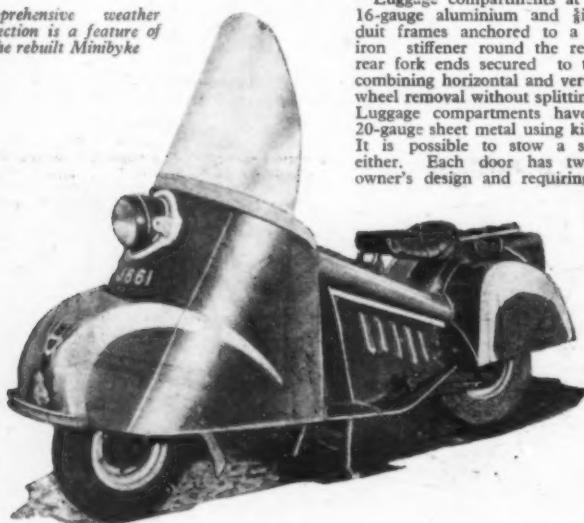
Originally the machine had a kick-starter but the new sub-frame prevented its replacement. So a hand lever was fitted but, owing to insufficient swing, a cold start is usually made by sitting astride and paddling the machine off, dropping in the clutch after a few yards. The hand starter always works when the engine is warm.

The engine can be taken from the frame without removing the front cowl and the fork grease points are accessible through the headlamp opening or by removing a small panel on the dashboard.

The entire reconstruction, apart from welding the centre stand and brazing stiffeners on the fork bridges, was carried out at home with simple hand tools. No power tools were employed. Work on the project was spasmodic. Mr. Hogg says he got down to it as the mood seized him and confesses that, had he known what he was in for, he would never have started it. But all handymen say that!

On the first test run the owner was enveloped in exhaust fumes because he had forgotten to provide an air intake at the front. That was quickly rectified by making an opening monogrammed with the letters V.H. The colour scheme is red and grey.

After 4,000 miles Mr. Hogg's verdict is that the weather protection on the move is excellent and the road holding so good that he feels that the weight distribution must be just right. The shortened handlebar is no disadvantage and he gets real pleasure from stowing parcels out of sight in containers that look like part of the machine. The centre of gravity is low and the saddle height only 24in. One item remains to be done—enclosure of the rear chain.



C.S.I. Faces Facts

Formula 1 Events Next Year for Production Racers : World's 500 c.c.

Championships to be Abandoned in 1960 : Minimum Tyre Sizes

IF proposals made in Paris last week are accepted at the Spring Congress of the *Fédération Internationale Motocycliste*, Formula 1 racing will be introduced next year. Formula 1 machines will be production racers of the Norton Manx and A.J.S. 7R type. Another important recommendation is that 500 c.c. solo world's championships will be recognized for the last time next year. From 1960 the largest capacity class will be 350 c.c. and at the Autumn Congress in 1959 the matter of a further lowering of the maximum engine size—for application after 1960—is to be considered. The world's championships proposals are not intended to prevent organizers from staging events for larger-capacity machines. Thus the Senior T.T. in 1960 would be affected only in the sense that it would not be a world's championship race.

Subject to agreement on specification details, machines for sports-category racing will be regarded as in Formula 2. Vic Anstie, the A.C.U. member of the *Commission Sportive Internationale*, is to prepare the detailed draft of the regulations for Formula 2 machines for further consideration at the Spring Congress (Warsaw in April).

Racing machines of highly specialized type (Gilera and MV fours and Moto-Guzzi singles and eights) not sold to the public are to be classed as in Formula Grand Prix. Though not specifically dealt with at last week's meeting, it would appear that an organizer of an international race not counting in the world's championships can decide whether it shall be open to machines in Formula G.P. or Formula 1 and this decision will be a matter for the A.C.U. in relation to the Senior T.T. of 1960.

To qualify in Formula 1, machines as a type must be registered ("homologated") with the F.I.M. at a Spring Congress (applications in by February) or at an Autumn Congress (applications by July). At least 50 models

must have been sold to the public. Basically the machines must remain as produced by the manufacturer, but as the list of permitted modifications given below indicates, there is plenty of scope for changes in specification. Freedom of choice is allowed as follows:

(a) Make and type of carburettor (providing that "the area of the inlet to the cylinder does not differ from standard"). (b) Petrol and oil pipes. (c) Valves and ignition timings. (d) Compression ratio. (e) Sparking plug.

(f) Gear ratios (but the type of gear box and the number of ratios must remain as standard). (g) Chains (if applicable). (h) Brakes. (i) Brake and clutch linings. (j) Exhaust system. (k) Footrests, handlebars (shape only), mudguards, tyres, rims and seat (or saddle), subject to general road-racing rules applying at the time. (l) All springs (engine, suspensions, etc.).

Apart from the items listed, no component may be other than of standard type and material as supplied by the manufacturer to the general public. It is, however, permitted to lighten the "standard moving parts of the engine and transmission provided that nothing whatsoever is added." If a lighting system is fitted, it may be removed. Streamlining is permitted provided it is in accordance with F.I.M. rules at the time.

Sidecar outfits are being regarded as in a distinct class and not within the terms of the three formulas envisaged.

All these far-reaching plans for road racing are to be submitted to national federations and also to the bureau of the international motor-cycle manufacturers' association and, as implied earlier, reactions will be considered at the Spring Congress. Obviously the point will be raised that the F.I.M. should maintain its promise to give manufacturers three years' notice of any major change in policy affecting road racing.

With application forthwith, minimum tyre sizes are stipulated for solos in international road races as follows: *Front wheels*.—Up to 250 c.c. machines, 2.50in section, WMO rim; 251-350 c.c., 2.75in, WM1; 351-500 c.c., 3.00in, WM1; 501-1,000 c.c., 3.25in, WM2. *Rear wheels*.—Up to 125 c.c., 2.50in, WMO; 126-250 c.c., 2.75in, WM1; 251-350 c.c., 3.00in, WM1; 351-500 c.c., 3.25in, WM2;

501-1,000 c.c., 3.50in, WM2. Minimum rim diameter is 17in.

Simple and comprehensive rules governing streamlining were formulated at the last Autumn Congress, but the final draft (published in *The Motor Cycle* for January 30) included minor amendments to which exception was taken in Paris last week. Therefore another specification has been issued and the full text is given on page 210.

It will be recalled that at last year's Belgian Grand Prix, Libero Liberati was excluded because it was then held that his change of machine at the start of the 500 c.c. race was contrary to the International Sporting Code. To avoid misunderstandings in the future, the Code is to be altered to make it clear that machines must be accepted into a closed depot before the start of a race at a time laid down in the supplementary regulations. Up to that time the clerk of the course may allow a change of machine providing the alternative is in the same capacity class and that the rider or driver has qualified on a machine of similar type and make to the one previously declared.

To avoid confusion it is hoped to standardize the colours of number plates and the following recommendations are to be made at the Spring Congress: 125 c.c. class, white numbers on a black ground; 175 c.c., white on red; 250 c.c., white on green; 350 c.c., white on blue; 500 c.c. and above, black on yellow; sidecar outfits (and three-wheelers), white on black.

A long discussion took place on a proposal from the Motor Cycle Union of Ireland that entries for international events should be sent direct to organizers and not through national governing bodies—the cumbersome and time-wasting system required at present. Finally it was agreed to amend the Sporting Code (Appendix F, Article 36) so that entries may be sent direct. However, the principle is that all entries have to be approved by a rider's national federation and it is likely that the system adopted will be that where there is any doubt the organizer will ask for confirmation from the federation concerned.

No progress has been made in solving problems of the supervision and timing of world's record attempts in the United States of America. The only development was a decision that officials shall be appointed by the F.I.M. (It is, therefore, concluded that, in future, neither the president nor any individual member of the C.S.I. will be empowered to appoint officials for world's record purposes.) The question of approving the U.S.A.C. timer (used for the Johnny Allen and Robert Burns records at Utah in 1956) is to be submitted to the Spring Congress. The technical committee of the F.I.M. has been requested to prepare a list of requirements for assessing the suitability of timing apparatus and for testing it with a view to approval.

Among detailed matters dealt with was approval given to the Canadian Motorcycle Association to organize a road race on the Watkins Glen Circuit in New York State (U.S.A.) on August 2; U.S. riders could take part providing they were issued with competition licences by the C.M.A. The A.C.U. obtained permission for the British Motor Cycle Racing Club to stage one or more national races during the Silverstone meeting to be held under an international permit on April 19.

Owing to the reduced number of Italian road races being held, Switzerland had found that the special permission for her riders to compete in national events in Italy is of very limited value. Hence the arrangement will now apply to France. (As no road races are held in Switzerland, her riders must be given the chance of competing elsewhere and thereby reaching a standard high enough for international fixtures.) The Club Trophy, formerly one of the awards in the International Six Days' Trial, is to be reclassified as the Coupe de l'Europe for the 250 c.c. class of the moto-cross championship of the world.

Will the F.I.M. accept the scheme for Formula 1 racing? This Snetterton picture shows a typical machine in the Formula 1 category—a Manx Norton



Footpath - or What?

Classification of Observed Hills Urged to Assist Organizers

FROM discussions I have had on the subject of footpaths and bridleways it is apparent that few club officials know which designations apply to their own observed hills. Asked whether such-and-such a section is classified as a footpath, bridleway or highway, the average clerk of the course will assume a confidential air and talk about a Roman road or an old coach road or just "a public right of way." Nothing could be more meaningless. Several stretches of Roman road appear as footpaths on the official Access to Countryside maps, and even if you were to bring Caesar's occupational army to support your case it wouldn't stop you being fined £50 for the improper use of footpaths and bridleways!

SIX years ago the draft maps relating to the National Parks and Access to Countryside Act were on public view. The idea was that people could lodge objections to any wrongful classification of public rights of way. "A Case for Immediate Action" was the title of an article I wrote on the subject in *The Motor Cycle* for 26 June 1952. But what action did motor cyclists take? Precious little! Now, of course, it is too late to have incorrect classification remedied until the maps come up for revision.

TO my certain knowledge, several organizers have recently ignored Section 12 of the 1956 Road Traffic Act and have taken a chance on including footpaths or bridleways in their trials. Quite apart from the risk of incurring a £50 fine, failure to obtain all necessary permission nullifies the A.C.U. permit (and when the permit goes, the insurance cover goes with it). Do many clubs run these risks knowingly? Probably they do not—but in law ignorance is no excuse. The time has come, I feel, for the Auto-Cycle Union to compile a complete list of all well-known observed sections up and down the country, showing the classification of each (footpath, bridleway or road). How invaluable that would be to organizers who simply cannot spare the time to visit council offices to inspect the official maps.

WHEN does a trial become a scramble? I am not thinking so much of time-cum-observation trials such as the "Scott" and the "Hurst" because they are not ordinary trials. What I am thinking about is the long timed section—perhaps several miles of it—such as used to be included in the Southern Experts' a few years ago. In a trial organized by the Greenwich Club the other week-

end there was a timed section embracing the whole of the Brands Hatch scrambles circuit; not surprisingly, three competitors were injured. At what point should the A.C.U. specify safety precautions and protective clothing?

A REQUEST from two angry trials riders: will I explain to some of their shameless and unambitious friends that novice status ends as soon as a rider has won any award in any trial (other than of closed-to-club status)? I am reminded of a visit to a young enthusiast who proudly showed me his collection of 12 awards. Half of them were for "best novice!" And a request from far more than two angry scrambles riders: will I point an accusing finger at the club which had an open-to-centre scramble scheduled for next Sunday on Pirbright Common? It appears that because of the increased W.D. land charges the club, quite reasonably, decided to cancel the meeting—but as I write these notes the would-be competitors had not been informed. Too late by then, of course, for them to enter elsewhere.

THE new charges for the use of Army land (from £1 15s to £10 for a trial, from £15 15s to £50 for a scramble) are causing wholesale cancellations in the South-Eastern Centre. This latest blow, coupled with the problem of footpaths and bridleways, looks like resulting in more road trials and semi-sporting trials coming into the calendar. Writing from

Petts Wood, Kent, on the old topic of unreliable watches in road trials which contain time checks, Eric Goatham mentions that at a recent rally staged by the M.G. Car Club competitors were supplied with sealed watches (against a £1 8s 6d deposit sent with entry fees—this money refunded at the finish when the watches were surrendered). The programme stated: "Seals for the watch cases are with the compliments of Sealsfast, Ltd., watches are by the kind co-operation of Ingersoll, Ltd."

GOATHAM goes on to give me the names of the men who would have been the Trials Star leaders for 1957 if petrol rationing had not decided the A.C.U. to waive the contest. From his figures, it appears that solo placings would have been John Brittain (346 Royal Enfield), 75½ points; Gordon Jackson (347 A.J.S.), 59; Roy Peplow (199 Triumph), 53½. And, for sidecars: Frank Darrieular (499 B.S.A.), 42; Frank Wilkins (497 Ariel), 30½; Ken Robertson (498 A.J.S.), 27½. Good to see Peplow and Robertson so well placed in their first year of national trials. And talking of Roy Peplow—he is to receive the Pinhard Prize at the Midland Centre dinner at Smethwick on March 14. It will be presented by Harry Louis.

LAST Sunday, the Border Club experimented with the "carry your own observer's card" system in the Dragon Trophy Trial at Pirbright (the system which is used in Army trials nowadays and which I advocated in these pages several months ago). Most clubs seem to view with suspicion any such departure from normal practice, but it may well be that the example set by the Border Club will be followed by other organizers who are keen to get out the results quickly.

According to Eric Goatham, a reader, Roy Peplow would have finished third in the A.C.U. Trials Drivers' Star competition had it been held in 1957. Here is Peplow on his Triumph Tiger Cub in the John Douglas Trial in January. Last year was, of course, his first in civilian trials. Before that he had taken part in Army competitions while on National Service



CASTROL WINS



COLMORE CUP TRIAL

Best Performance

J. V. BRITTAIN (ROYAL ENFIELD)

Runner up

J. V. SMITH (B.S.A.)

(Subject to official confirmation)



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LADIES' SIZES IN ALL MODELS

SEE THE ARMADRAKE RANGE
AT ALL GOOD MOTORCYCLE
DEALERS AND OUTFITTERS

Armadrake

REGD.

HAD last Saturday's national Colmore Trial been decided on observation alone, then Johnny Brittain's win would have been clear cut. He took his 346 c.c. Royal Enfield through the Cotswold hills above Broadway village for the loss of just one mark, against two marks dropped by John Draper (348 B.S.A.). But this year a new factor had to be taken into account—a four-mile dash against the clock over snow-covered tracks. Relatively slow passages through the timed section added a further six marks to Brittain's score and seven to Draper's but Jeff Smith (499 B.S.A.) used his scrambling skill to slither through without penalty and so tie with Brittain on overall marking.

In the end it was Brittain's better brake-test figure that brought him victory. Competition was also close in the well-supported sidecar class which Arthur Pulman (498 Matchless) won by four marks from Frank Darriulat (499 B.S.A.). Organization was by Sunbac, now celebrating its 50th year.

A surprise for riders arriving at Broadway was that a swift thaw had cleared most of the snow from the Cotswolds, leaving the observed hills in prime condition. Treacherous roads elsewhere may



The man who completed the entire route for the loss of one mark on observation—Johnny Brittain emerges from Kineton. On the four-mile timed section he lost six marks

Brake-test Win

Colmore Cup Goes to Johnny Brittain (346 Royal Enfield)

Arthur Pulman (498 Matchless) the Best Sidecar

have accounted for the 19 non-starters, leaving 93 stalwarts to tackle the course.

First on the route came Saintbury Quarry where a number of oil drums directed competitors around the scattered boulders. Spectators watched Draper chuff his way upward with the engine turning so slowly that it seemed likely to stall at any second; but all was well. For Sammy Miller (497 Ariel) the opening

O-o-o-er! Peter Wraith (497 Ariel) appears unconcerned by the muddy adverse camber



section was less propitious, for a sudden stop lost him five valuable marks.

In the woods at the top of Fish Hill were two sections, the first a down-and-up horseshoe loop with a glutinous surface, the second a steep but straightforward shale climb. Tim Gibbes (347 Matchless) performed the first part satisfactorily but lack of wheelgrip brought him to a standstill on the shale. A similar fate awaited the first half-dozen men, including Pat Brittain (346 Royal Enfield), but then followed a spirited foursome in Smith, Draper, Peter Stirland (346 Royal Enfield) and Cecil Sandford (497 Ariel), all of whom soared up at high speed.

For sidecars most of the bother lay at the horseshoe and all save Sam Seston (499 B.S.A.) came to a halt in one or more of the three sub-sections. Even more trouble was in store at Dovedale, which extracted ten marks from every outfit, and at Corndean where Frank Wilkins (497 Ariel) retired with a seized engine.

Hailstones, a new hill comprising a climb over mud-covered rocks, blotted many copybooks, particularly among the lightweight riders of whom Bryan Povey (201 James) alone was clean. Draper had a single dab and among those who footed through the first sub-section were John Giles and Roy Peplow (199 Triumphs) and Jack Simpson (197 Greeves). Brittain retained his clean sheet, as did Brian Martin (348 B.S.A.), Smith and Stirland

Camp was in easy mood but at nearby Scotts a short diversion at the foot effectively prevented riders from making a flat-out charge at the gradient. The exit from the loop to the track proper was on an awkward camber which caused many rear wheels to slide. Smith struggled valiantly to keep his machine upright but was forced to drop a foot. Stirland suffered the same fate but Draper made the hill seem like a main road, while further exemplary climbs were achieved by Peter Taft and M. P. Moss (499 B.S.A.s), among others who were successful or who made first-rate attempts.

Higher up the same track came Warren. There a similar preliminary loop caused Brittain to lose his only observation mark of the day. At Kineton, therefore, Martin led with a clean sheet while Stirland, Brittain and Smith were each debited with one mark. Guiting Wood extracted one mark each from Martin and Smith and three from Stirland, while Keepers Hill, in the final Jubilee Bank group of sections, brought a stop by Smith and a foot by Martin. But before Keepers was reached there had been that hectic cross-country timed section which upset many a rider's calculations; and though it did not, after all, affect the destination of the Colmore Cup it certainly decided the winners of the capacity-class awards.

Colmore Cup (best solo)—J. V. Brittain (346 Royal Enfield), 7 marks lost. **Runner-up**—J. V. Smith (499 B.S.A.), 7.

Best Sidecar—A. Pulman (498 Matchless), 40. **Runner-up**—F. Darriulat (499 B.S.A.), 44. **158 c.c.**—W. A. Bell (Cotton), 56. **250 c.c.**—B. F. Povey (201 James), 22. **350 c.c.**—G. J. Draper (497 Ariel), 9. **500 c.c.**—G. S. Blakeway (Ariel), 12.

First-class Awards—P. T. Stirland (346 Royal Enfield), 9; B. W. Martin (348 B.S.A.), 10; R. J. Langston (497 Ariel) and S. H. Miller (497 Ariel), 17; D. G. Langston (347 Ariel), 18; G. L. Jackson (347 A.J.S.), 21; M. Dismore (346 Royal Enfield), 22; R. S. Peplow (199 Triumph), 27; P. Fletcher (499 Royal Enfield), 32; P. Taft (499 B.S.A.), 34; R. F. Kearsey (348 B.S.A.), 35; S. T. Seston (499 B.S.A. sc.), 48; A. J. Humphries (490 Norton sc.), 48.

ON THE FOUR WINDS

BY "NITOR"

SOUTH OF PERTH

In his article in last week's issue Charles George strayed beyond the boundaries of the Trossachs into eastern Perthshire, Kinross-shire and Fife. I know these areas well and had George consulted me before making his trip I would have directed him to turn north in Kinross (which he approached from the Crook of Devon, in the west). After a few fast miles he would have reached the village of Glenfarg and, beyond that, on the way to Bridge of Earn, he would have encountered a glen as picturesque as almost anything else in Scotland. On the western side of the road the River Farg gurgles through a dell ideal for picnics. The spot is a favourite with clubs and individual enthusiasts in the area. If you make Scotland this summer take your wheels there if you can. And if, while you are there, you can seek out the Path of Condie and the villages Dunning, Forteviot and Forgandenny, you will enjoy one of the most pleasant runs I can recommend.

NO HARA-KIRI

The motor-cycle movement is booming in Japan. On my desk is a lavishly illustrated folder jam-packed with pictures of the All Japan Endurance Race staged over a six-mile lap on the Asama volcano last year. Though the course was loosely surfaced, the machines used were production racers permitting a full road-racing crouch. Many sported rudimentary fairings. I have no statistics but, judging from the pictures, there was a vast entry and a crowd of classic grand-prix proportions. All the machines were of Japanese manufacture though every one, without exception, looked as though it had been produced in one or another of the European factories. Rider discipline of the type enforced would go down ill with some British aces I know. Camps were shut away from prying eyes; runners were subjected to early-morning p.t.; they paraded (soldier-wise) in leathers for practice; and before racing they had to take an oath (presumably to fight clean). Done properly, that sort of thing can be extremely enjoyable. It all depends on the way in which it is done and on the psychological make-up of the individuals on the giving and receiving ends of the orders. Me, I prefer it our way.

CUT THE SALTING

Does salt laid on snow really achieve very much? Does whatever benefit it bestows offset the damage it causes to the enamel, chromium and cadmium plating and polished light alloy? My front-brake shoe plate, timing case, primary chaincase and rear-brake operating rod have all been badly pitted by the snow-dispelling efforts of the local authorities a week or two ago. A friend who uses a Standard Eight car over the same route as I am complaining bitterly about the corroded state of his chromium-plated hub plates. My previous machine sustained marks from salt in the earliest days of its life and the scars were still faintly visible when I sold it five years later. Yes, I realize I ought to know better; that if I cannot smear the bright parts with Vaseline before venturing on urban snow then I should see that the model is washed down immediately afterwards. But, you see, I am a motor-cycle journalist! And motor-cycle journalists lead such ill-regulated lives that

The motor-cycle movement is



One of America's foremost enduro riders today is Roger White who won the 150-mile Big Bear Hare and Hounds Run last month. Here he is with his 649 c.c. Triumph. Note the twin, straight-through exhaust pipes

sensible precautions like these are not always possible. Pitted light-alloy covers will be with me, I fear, until my beard obscures the speedometer—or until Zeta's power is utilized to give Britain an Azores climate.

LEFT WELL ALONE!

"Leave well alone" was the theme of the second leading article in last week's issue. The picture of the pistons on page 207 is from H. R. Smith, a London enthusiast who adheres to that dogma more rigidly than any other enthusiast I know. His current roadster is a Triumph Thunderbird which has now clocked 54,000 miles. No work of note was carried out on the engine, he reports, until 50,000 miles had been covered. The head was lifted at that stage because oil consumption was becoming heavy. My correspondent further maintains that, before then, he had never once felt that decoking was necessary. At 32,000 miles the top half was stripped so that oil seals at the base of the pushrod tubes could be renewed; and the cylinder-head gasket was replaced at 39,000 miles. On neither occasion, however, was the carbon on either the piston crowns or cylinder head disturbed. You will note that the pistons are badly scored. Mr. Smith avers that the scoring was caused during the period of excessive blow-by (and hence when the oil was contaminated) though I have seldom seen scores so indicative of a seizure. At all events the cylinders have now been bored out to 20 thou oversize and new pistons fitted. The only other

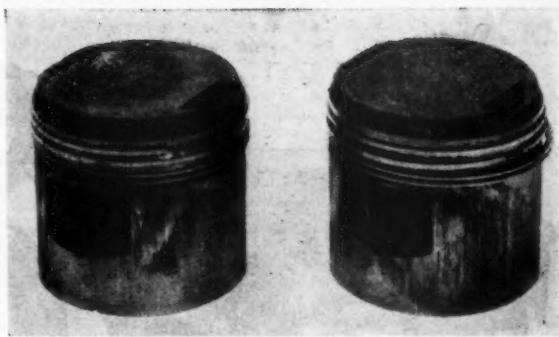
measurable wear, apparently, was in the exhaust-valve guides. In spite of Mr. Smith's mileage, most of which was covered at 60 to 70 m.p.h. and has embraced two trips abroad and one to Scotland, the timing cover has not yet been removed!

ON CONDENSATION

The selection of readers' queries on pages 196 and 197 reminds me that in pre-war years a fairly frequent inquiry concerned condensation in four-stroke engines. Riders who used their models in winter for short-distance work such as to and from factory or office were troubled by oil dilution—sludge formation—for which there was no easy remedy. The most common dodge was to keep the level on the low side and change the oil at frequent intervals. Since those days engine breathers have been improved to give better ventilation—and so reduce condensation—but the modern corrosion inhibitors in oils have played a big part in eliminating the damage that condensation causes. Now and again one hears of the condensation bother cropping up in two-strokes used regularly for pottering in cold weather simply because those engines never get hot enough for the condensate to be evaporated away. My postbag suggests that a likely remedy is to change to one of the special two-stroke oils with the required inhibitor.

SMALLER WHEELS

Writing in our correspondence columns on January 23, "Shorty" suggested that to bring down seat heights British manufacturers should try 17in-diameter wheels. He seemed to have forgotten that a fair sprinkling of British machines are already listed with smaller-than-average wheels; 16in on the Triumph Tiger Cub; 17in on the Triumph Twenty-One, Ambassador Envoy, Supreme Single and Supreme Twin and on the Royal Enfield Crusader 250; 18in on Francis-Barnett and most of the James models. Indian Brave models had 18in wheels years ago. This is a random list—there may be others. Nevertheless the point "Shorty" had in mind is right on the ball. Wheels smaller than 19in do offer a solution and are certain to become more popular



Above are the pistons referred to by "Nitor" in his paragraph entitled "Left Well Alone" on the opposite page. The carbon deposit was undisturbed over 50,000 miles

as new designs appear. A change from 19in to 17in may involve extensive frame modifications. My guess is that within a few years most motor cycles will have 17in wheels and most scooters 10in (maybe 12in?) wheels.

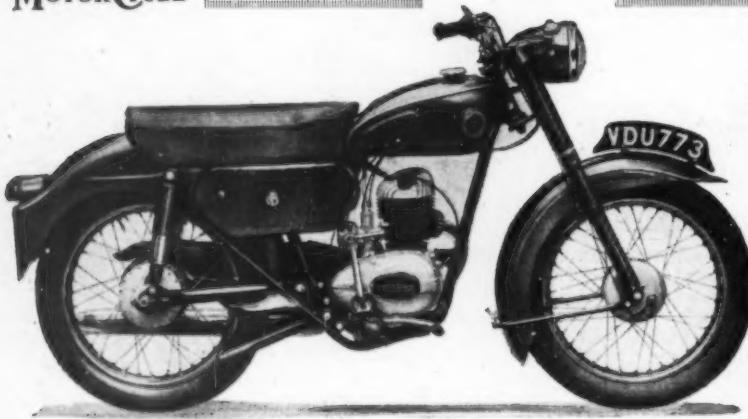
TWO-STROKE AMALS

Several readers have written to ask whether the tuning hints for two-stroke carburettors, passed on by Alan Baker in his article published on January 30, apply also to Amal instruments. Amal-equipped machines include the B.S.A. Bantams and Dandy, Douglas Vespa, Piatti, Royal Enfield Ensign, Excelsiors with Tyseley-made engines and the James Cavalier with 171 c.c. A.M.C. engine. The larger A.M.C. and the British Anzani have, of course, the Monobloc which my boffin colleague dealt with on December 12. As regards the smaller Amal instruments, all save that on the A.M.C. have no pilot-jet system. Otherwise, tuning is identical with that of any other carburettor having an adjustable needle and a cutaway throttle slide.

And here, in the foreground, is a British visitor to the U.S. sampling typical hare-and-hounds going. He is none other than Associated Motor Cycles' sales director Jock West; tailing him is Vern Hancock, famous for his exploits on desert going. Both ride Matchless

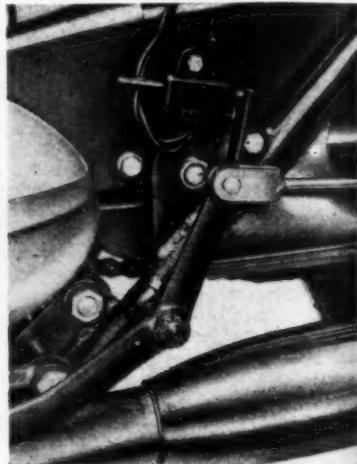


ROAD TESTS OF NEW MODELS



197 c.c.

An unusual feature is that the stop-lamp switch is operated by reverse linkage



Francis-Barnett Falcon 81

Attractive Lightweight With Easy Handling, First-class Suspension and Excellent Braking

SINCE 1949, the name of Falcon in the Francis-Barnett range has identified the company's 197 c.c. models. But although the name has continued unaltered through the years the machines so designated have been steadily developed to keep in the forefront of lightweight design. A few of the modifications for the current year include the adoption for the rear springing of Girling adjustable shock-absorber units incorporating hydraulic damping, a handlebar which is narrower and carried farther to the rear than was the previous bend, domed coverts for the brake plates and a smooth, tidy joint between exhaust pipe and silencer.

Lightweight though the 197 c.c. Francis-Barnett may be it has a man-size riding position. The seat and footrests are so placed in relation to each other that a comfortable knee angle results and the brake and gear pedals can be operated with ease. The footrests have serrated bosses and are mounted on a hexagonal bar, thus providing a useful range of adjustment. In delivery trim the machine was admirably tailored for a rider 5ft 10½in tall and of average leg length.

Of sensible shape, the handlebar bend permits the hands and wrists to assume a natural, relaxed pose that engenders in the rider a feeling of confidence. The pivot blocks of the brake and clutch levers are non-adjustable and are integral with the handlebar but the levers are conveniently placed and only a moderate hand span was needed for their operation.

Weather conditions during the period of the test included both frost and snow, but no matter how cold the morning the engine invariably came to life at the second kick when the starting drill laid down in the handbook was followed: throttle one-quarter open, carburettor lightly flooded and strangler closed. The strangler is operated by cable from a handlebar lever and could be partly opened almost immediately after the engine had fired; within 100 yards the lever could be moved to the fully open position and dismissed from mind until it was required for the next cold start.

As with many two-strokes, the Villiers 10E engine ticked over slowly and reliably but somewhat unevenly; four-stroking was also present when the engine was running on light load but, given a sterner task, the unit pulled steadily and with a regular

beat. Gracing the Falcon is a long silencer that is most effective in operation. At small throttle openings the exhaust note was little more than a gentle, soporific drone; full-throttle work produced a greater volume of sound, unexpectedly deep but never obtrusive.

With the machine on the open road the engine made its presence felt by a slight tremor, detectable through the handlebar and footrests, at 42 m.p.h. in top gear and at equivalent speeds in the lower ratios. At all other speeds vibration was commendably absent and the Francis-Barnett hummed along with all the silkiness popularly attributed to a household sewing machine.

The clutch was light in action and freed cleanly. Gear changing was at all times certain and effortless and called for no conscious thought. Neutral was easy to find from either bottom or second gear and could be selected without trouble before the machine rolled to a stop.

In city streets the light weight and ease of control encouraged traffic threading, while on the open road the Falcon was perfectly content to cruise for mile after mile at two-thirds throttle and with 50 m.p.h. indicated on the speedometer. Inset in the headlamp shell, the speedometer is a Smiths magnetic instrument; a check showed that at 30 m.p.h. it read ½ m.p.h. fast, at 40 m.p.h. the error was 1 m.p.h. while at 50 m.p.h. the reading was 1½ m.p.h. fast. Hills of a main-road nature brought only a moderate drop in speed but for more formidable climbs it was advisable to drop to second gear to maintain engine revolutions at a high level. Farlow Bank could be climbed mainly in second gear with bottom gear required only for negotiation of the two awkward hairpins and for the final few yards of 1 in 5 gradient.

Handling on all surfaces from muddy country lanes to snow-covered streets was first class. An excursion along a bumpy byway proved that the suspension characteristics are well chosen and that it was almost impossible to bottom either the front or rear fork. A stepped cam on each of the rear spring units affords a choice of three load positions. With the cam setting in the intermediate notch a heavily garbed, 13-stone rider was fully protected from normal road shocks.

SPECIFICATION

ENGINE: Villiers 197 c.c. (59 x 72mm) Mark 10E single-cylinder two-stroke. Roller big-end bearing; crankshaft supported in ball bearings. Flat-top, light-alloy piston. Light-alloy cylinder head. Compression ratio, 7.25 to 1. Petrol lubrication.

CARBURETTOR: Villiers S25 with twistgrip throttle control; detachable air filter; strangler operated by handlebar lever.

IGNITION AND LIGHTING: Villiers flywheel magneto with lighting coils. Westinghouse rectifier and Lucas 12-ampere-hour battery. Lucas 6in-diameter headlamp with pre-focus light unit employing 24/24 watt bulb; A.C./D.C. headlamp switch.

TRANSMISSION: Villiers three-speed gear box in unit with engine; positive-step foot control. Gear ratios: bottom, 15.48 to 1; second, 8.13 to 1; top, 6.07 to 1. Multi-plate clutch with cork inserts running in oil. Primary chain, Renold $\frac{1}{2} \times 0.225$ in in oil-bath case; rear chain, Perry $\frac{1}{2} \times 0.205$ in with guard over top and bottom runs. Engine r.p.m. at 30 m.p.h. in top gear, 2,450.

FUEL CAPACITY: 2½ gallons.

TYRES: Dunlop studded 3.25 x 18in front and rear.

BRAKES: 5in diameter front and rear.

SUSPENSION: Francis-Barnett telescopic front fork with hydraulic damping; pivoted-fork rear springing employing Girling adjustable spring units with hydraulic damping.

WHEELBASE: 49in unladen. Ground clearance, 6in unladen.

SEAT: Francis-Barnett dual-seat. Unladen height, 31in.

WEIGHT: 238 lb with approximately ½ gallon of petrol.

PRICE: £128. With purchase tax (in Great Britain only), £159 13s 7d. Stop-stop switch, 16s 6d extra (plus 4s 1d purchase tax if supplied fitted to machine).

ROAD TAX: £1 17s 6d a year.

MAKERS: Francis and Barnett, Ltd., Lower Ford Street, Coventry.

DESCRIPTION: The Motor Cycle, 5 September 1957.

PERFORMANCE DATA

MEAN MAXIMUM SPEED: Bottom: 28 m.p.h.
Second: 48 m.p.h.
Top: 58 m.p.h.

HIGHEST ONE-WAY SPEED: 59 m.p.h. (conditions: light cross wind, rider bulkily clad).

MEAN ACCELERATION: 10-20 m.p.h. 20-30 m.p.h. 30-40 m.p.h.
Bottom 2.8 sec — —
Second 5.0 sec 4.6 sec 5.2 sec
Top — 7.8 sec 9.0 sec

Mean speed at end of quarter-mile from rest: 48 m.p.h.

Mean time to cover standing quarter-mile: 30 sec

PETROL CONSUMPTION: At 30 m.p.h., 133 m.p.g.; at 40 m.p.h., 99 m.p.g.; at 50 m.p.h., 70 m.p.g.

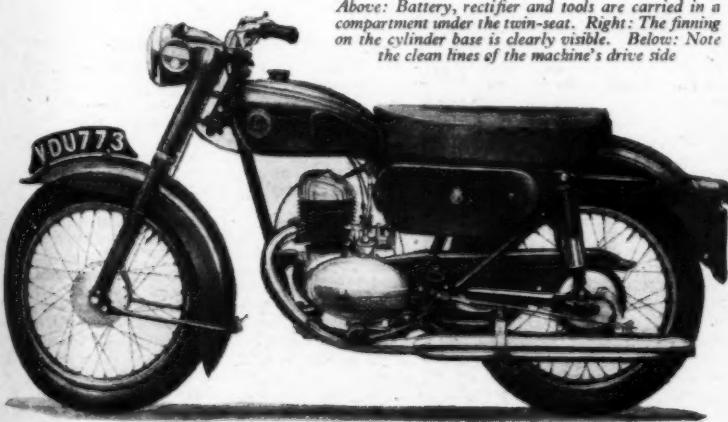
BRAKING: From 30 m.p.h. to rest, 33ft (surface: dry tarmac).

TURNING CIRCLE: 13ft.

MINIMUM NON-SNATCH SPEED: 18 m.p.h. in top gear.

WEIGHT PER C.C.: 1.21 lb.

The extensive pressed-steel box below the dual-seat accommodates the battery and rectifier and, inset in the forward face, the electric horn. Tool accommodation is most generous and the owner may add to the standard tool kit—which is of high quality and includes a pair of pliers—such items as a puncture-repair outfit and a set of tyre levers, and still leave room for waterproof overgloves. A large lid secured by an Oddie fastener is provided at each side of the box.



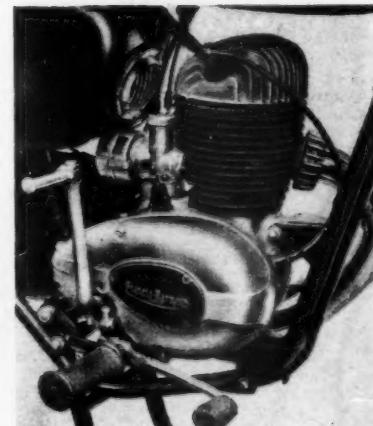
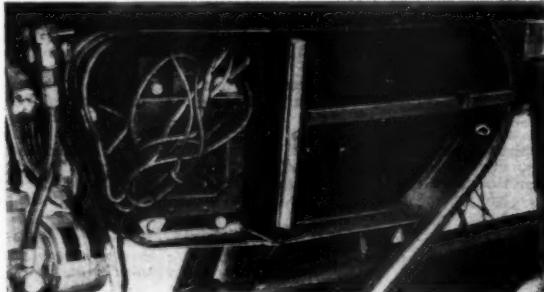
Above: Battery, rectifier and tools are carried in a compartment under the twin-seat. Right: The finning on the cylinder base is clearly visible. Below: Note the clean lines of the machine's drive side

Both direct and rectified-current positions are available on the headlamp switch. With direct lighting the 6in-diameter headlamp produced a beam adequate for speeds of up to 40 m.p.h. and therefore useful in an emergency. However when the rectifier and battery were brought into circuit the improvement was most marked and on main roads the machine could be used at night almost to the limit of its performance. A stop-tail lamp (available as an extra) was fitted to the model under test; the switch was operated by reverse linkage from an extension of the brake-rod pivot pin.

Not unexpectedly, a route which included unsurfaced lanes resulted in a certain amount of mud finding its way on to the machine, but so efficient are the mudguard valances that the deposit was mainly confined to the forward face of the front-fork legs and to the top run of the rear chainguard. A few minutes' work with a sponge and a bowl of water restored the Falcon to as-new condition. Throughout the test the engine remained free from oil smears except in the region of the carburettor. An internal, oil-proof plastic seal is provided at the junction of the exhaust pipe and silencer and it proved completely effective in preventing oil seepage.

Full-width hubs incorporating 5in-diameter brakes are fitted at front and rear. The brakes were amply powerful for the model and were smooth and progressive in action. Under hard application it was possible to lock the rear wheel. With both brakes applied, remarkably good deceleration for a lightweight was obtained, as will be seen from the performance data. A centre stand is fitted, operation of which is facilitated by an extended peg at the left-hand side. Little muscular effort was needed to bring the stand into use. In addition there is a front stand to facilitate wheel removal.

Finish is in the serviceable and attractive Arden green stoved enamel (on a Bonderized base) which has come to be associated with Francis-Barnetts. The fuel tank has gold lining and wheel-rims, handlebar and other bright parts are chromium plated. Latest of the line, the Falcon 81 more than matches the good looks, comfort, performance and handling of its predecessors.



Final Draft—Again!

More About Streamlining : Norton Policy : Duke Returns : Have You Film ? : "Victory" and "Scottish" News : TV Team Trial

AS mentioned in the report (page 203) of the C.S.I. meeting in Paris last week, the streamlining regulations have been amended again—have, in fact, reverted almost exactly to the original draft issued at the F.I.M. Autumn Congress. It was pointed out in Paris that if no part of "the motor cycle other than the front wheel and brake" was permitted to protrude ahead of the wheel spindle, trailing-link forks would automatically be ruled out; and so would a front mudguard long enough to prevent water from being blown back on to the rider's face (or his screen) in wet weather. Hence Item 2 stipulates that "no part of the streamlining" may extend beyond a vertical line drawn through the front-wheel spindle. The full text of the regulations follows and should be taken as cancelling the final draft issued by the F.I.M. last month and published on January 30.

1. The front wheel, with the exception of the tyre, must be clearly visible from either side.

2. There must be no streamlining forward of a line drawn vertically through the spindle of the front wheel.

3. There must be no streamlining to the rear of a line drawn vertically through the spindle of the rear wheel. The rim must be visible for the 180 degrees of its circumference to the rear of this line. No part of the machine may project to the rear of a line drawn vertically through the rearmost edge of the rim.

4. It must be possible to see the driver completely, with the exception of the forearms, in the normal riding position, from either side, from the rear and from above.

5. No part of the seat or saddle or of

any other part of the motor cycle to the rear of the seat or saddle may be more than 90 centimetres (35 in) above the ground when the machine is not loaded.

6. It must be possible for the motor cycle, not being loaded, to be inclined to an angle of 50 degrees from the vertical without any part of it, other than the tyres, coming in contact with the ground.

7. It is forbidden to use any transparent material to avoid the application of these regulations.

RACING policy of Nortons remains unchanged for this year and the following official statement has been issued: "Norton Motors, Ltd., will not enter an official works team in the 1958 season racing events, but it is the company's intention to continue to manufacture and sell their world-famous Manx models which are specially designed for racing by private owners. Service facilities for private owners will be available both at the factory and in the Isle of Man for the Tourist Trophy Races. Full development of these catalogued racing machines will continue and as new projects are developed they will be tested in competitive events."

IS there a B.M.W. racing four? That question was put to Geoff Duke on his return from a visit to the German factory last week. Duke once again classed reports of such a machine as "irresponsible nonsense." He stated, quite frankly, that if there was a four, he had not been informed of it. While at Munich he was shown drawings of a small-capacity racer, but even that had gone no further than the drawing-board stage. The B.M.W. concern, he emphasizes, is not spend-

At the Avon Valley Club's H.Q. in Scotland Bob McIntyre autographs a photograph of himself taken during the 1957 Senior T.T. On the left is the racing number that adorned the back of his leathers during the momentous race



THE MOTOR CYCLE, 13 FEBRUARY 1958

ing vast sums on racing. The opposite, indeed, is the case—hence their inability to find a machine for Dickie Dale. Geoff further scotched rumours of a four by mentioning how delighted racing chief Alex von Falkenhausen was when, during Geoff's visit, he was given permission to go ahead and build two orthodox racing twins for Walter Schneider, the sidecar ace. Geoff returns to Germany in March to test the machine he will use in the classic races. By then it will be fair to current F.I.M. formula. The tests will be conducted probably at Hockenheim, since there is no circuit nearer Munich suitable for high-speed riding.

"WE want you to come tomorrow," said a voice on the telephone from northern Italy. That was Friday afternoon. John Surtees left by air on Saturday morning not knowing just why he had been sent for. Whatever the reason, he said, he was determined to be back for the opening of his new business this Saturday.

FROM Italy Dickie Dale writes to say he has decided to buy the Rennsport B.M.W. belonging to Doug Fugger, the Australian. It should arrive in England in March and will then be taken to Munich so that B.M.W.s may run the rule over it and carry out a few modifications. From the Moto-Guzzi factory, Dickie reports, sounds of veg-eights running on the bench can be heard from time to time. . . .

IN the B.B.C. Sportsview television feature "Hall of Fame" on February 21 the subject will be Stanley Woods, winner of 10 T.T. races. A good selection of film to recall the years of Stanley's great exploits has been gathered together—including some from the archives of *The Motor Cycle*—but more could be used. Any ciné enthusiast who happens to have suitable film showing Woods in action or in a racing environment, in either 16mm or 35mm size, with or without sound track, is asked to get in touch immediately with the B.B.C. Sportsview Unit in London by telephone. The number is Shepherds Bush 1244.

TOMORROW evening's story-telling session organized by the Wandsworth Club will have Harold Daniell, Graham Walker and Jock West swelling the throng and it is hoped that Jimmy Simpson, H. G. Tyrell Smith and John Surtees will be there also. The idea is that the audience will be let in on hitherto undisclosed details (serious and lighthearted) of happenings behind the scenes in famous racing stables over the years. The venue is St. Mary's Hall, Alston Road, Fountain Road, Tooting, London, S.W.16, and the official talking starts at 8 p.m. Admission is free (no tickets) though there will be a collection for the A.C.U. Benevolent Fund.

SOON after it became known that Harold Taylor had not been re-elected as a South-Eastern Centre delegate to the A.C.U. (reported in last week's issue) the British Motor Cycle Racing Club decided to nominate him along with Les Archer, snr. Both attended Friday's general council meeting in that capacity. Taylor can therefore continue to serve on A.C.U. committees and to be a member of the F.I.M. technical committee.

TEAMING up for a tour of continental moto-cross circuits this summer are B.S.A. riders Brian Martin and Peter Taft. The tour will embrace several major meetings, including the Swiss and French Moto-Cross Grands Prix.

YORKSHIRE motor-cycle dealer Bill Bancroft will be entering another rider, Philip Palmer, for the T.T. and major home

"FRISKY"
 makes
 record
 run
 to
 Monte
 Carlo

USING



2T

TWO STROKE OIL



SETTING UP a new record of 23½ hours for the run to Monte Carlo is the amazing achievement by the Meadows' "Frisky". An achievement that was greatly helped by the Shell 2T Two Stroke Oil and Shell Petrol used on this gruelling 831 mile journey.

Starting from outside the R.A.C. in London and flying from Lydd Airport to Le Touquet by Silver City Airways and then on across France and the Alps, the "Frisky" stopped to refuel only at Shell Stations. And no wonder! Shell 2T Two Stroke Oil mixed with Shell Petrol is the surest way to keep any Two Stroke engine at peak performance. Call in at your local Shell Station today for the Shell Two Stroke Service. Then with Shell 2T Two Stroke Oil in your tank you will really go!

makes two strokes go with a swing

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 5,000 r.p.m. are common in modern motor cycles. At this speed a valve opens and closes approximately 2,500 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At *high* revs, a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force

exerted by the spring and so permits valve bounce at *lower* revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at *all* engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve



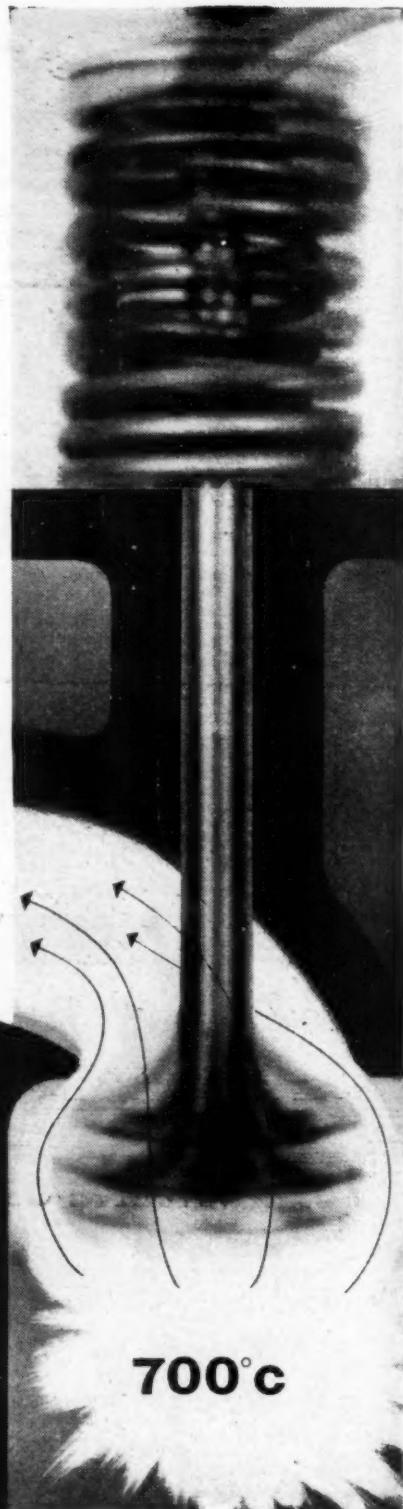
For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to fit Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND

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events this season. Palmer won the 1954 Clubman's Junior Race at record speed but has raced on only rare occasions during the past two years. Bancroft is entering Palmer and Harry Plews for both Junior and Senior T.T. and Alan Shepherd for the Manx G.P. Shepherd was leading last September's Senior Manx when his magneto failed. A new 7R A.J.S. will be joining the stable and possibly another Norton. One machine that is being kept is the Senior Norton on which Denis Parkinson won the 1953 Senior Manx and which Harry Plews rode at Cadwell Park last year to share the lap record with John Hartle.

PUBLICATION of this year's F.I.M. *Annuaire* has been delayed for a variety of reasons but mainly because of late alterations and additions to the sporting calendar. The new edition is being produced as quickly as possible and when it is available an announcement will be made in *The Motor Cycle*. Meanwhile, the secretary-general, T. W. Loughborough, asks those who have ordered copies to be patient.

JUST in time for the Junior T.T., Silver City Airways will start a service between Edinburgh and the Isle of Man on Sunday, June 1. Flights will run every Sunday and Thursday. Flying time by de Havilland Heron or Bristol Wayfarer aircraft is 1h 10m and the fare £5 5s single or £8 15s return. Booking agents are the General Steam Navigation Co., Ltd., 30, George Street, Edinburgh, 2.

RON WATSON and Albert Glassbrook have covered well over 1,000 miles during the past two months while engaged in course-planning for the Birmingham Club's national Victory Trial. The fixture takes place in the Church Stretton area on February 22. The outcome of their labours is a 45-mile course with 14 observed sections—half of which are brand new. More than 30 landowners and tenants have been interviewed; and, together with the Shropshire County Council, they have shown great co-operation throughout.

LAST Thursday's inaugural meeting of the British Sporting Sidecar Association in the East-Midland Centre was well attended and it was obvious that there was enough enthusiasm and support to warrant going ahead with the project. Some 20 members joined and Maurice Cave was elected secretary and treasurer. Committee members are J. S. Oliver, D. W. Bilyard, T. Degg and J. W. Raynor. It was decided to hold meetings on the first Thursday in every month at the Central Tavern, Nottingham. The next meeting will take place on March 6. It is also proposed to publish a news sheet on the first day of each month. Membership is open to all interested in encouraging the use of sidecars in sporting competitions in the centre. Further details may be obtained from Maurice Cave, 16, York Street, Netherfield, Notts.

PRIZE money for the Wirral Hundred Club's national road-race meeting at Oulton Park on Easter Monday is to be based on a sliding scale according to the attendance. The minimum will be £325 and the maximum—which will be paid if the attendance exceeds 25,000—will be £1,000 (and Easter attendances in the past have always bettered that target figure). Since Easter comes round before summer time begins, the 500 c.c. class will be run without heats. Instead there will be two 19-lap races—one for experts and the other for not-so-experts.

EXCEPT that permission to use a few observed sections has still to be received, the course for the Scottish Six Days' Trial has been finalized. Organized as always by the Edinburgh Club, the trial will be held

from May 5 to 10. For the first time for some years sidecars are being permitted and nine sidecar entries had been received by last Monday. Solo entries totalled 68. The lists close when a total of 200 entries has been received. Secretary of the meeting is Tom Melville, 28, Nelson Street, Edinburgh, 3.

COMPETITORS and officials visiting Derbyshire for the Bremrose Trial (March 29) are offered assistance in obtaining local accommodation by David Tye. He is also organizing a film show and dance, with sectioned engines and other exhibits, at the Pavilion, Matlock Bath, on the evening before the trial. Competitors,



Each competitor who takes part in the Isle of Man Scooter Rally, to be held from June 7 to 14, will receive a badge like that shown above

officials and spectators alike are all welcome to attend. Admission is free, by tickets obtainable from David Tye, Ltd., Water Lane, Cromford, Derby.

FUEL tanks fitted to Greeves 20TA 197 c.c. Scottish models are now finished in dull chromium plating which brings the trials specials into line with the 20SA Hawkstone scramblers. From February 1 the prices of Greeves spare parts are raised by five per cent.

HUMPHREY RANSON, who was found dead in bed in a Brighton hotel on Monday of last week, was a keen free-lance racing man in the T.T. Races and continental events on Nortons and A.J.S.s from 1948 to 1952. In July 1953 he crashed heavily at the Norisring, Germany, and never fully recovered from his injuries.

THE Harley-Davidson Riders' Club Easter Rally looks as though it will go over big. The club's aim is to contact as many Harley riders as possible from all over Britain and have them ride to London on Easter Saturday. There local riders will provide accommodation for the Saturday and Sunday evenings. On Saturday there will be a social function, and on Sunday a tour of London. Full details are available from F. H. Warr, 100 and 104, Waterford Road, Fulham, London, S.W.6.

Special Sports Viewing

THE B.B.C. Television Team Trial takes place on Saturday, starting at 3 p.m. The programme will be telecast to all regions and will last for one hour. Four teams representing the North, Midlands, South and West will take part; each will consist of three solos and one sidecar outfit. The list of competitors, together with their riding numbers, follows—the letter in front of each number indicates the competitor's team.

Midlands

M1 J. V. Brittain (346 Royal Enfield).
M2 B. W. Martin (348 B.S.A.).
M3 R. S. Peplow (199 Triumph).
M4 A. J. Humphries (490 Norton sc.).

North
N1 T. U. Ellis (496 B.S.A.).
N2 S. H. Miller (497 Ariel).
N3 R. B. Young (499 B.S.A.).
N4 P. Wraith (497 Ariel sc.).

South

S1 J. R. Giles (199 Triumph).
S2 G. L. Jackson (347 A.J.S.).
S3 S. B. Manns (347 A.J.S.).
S4 F. Darrieulat (499 B.S.A. sc.).

West

W1 G. J. Draper (348 B.S.A.).
W2 R. J. Langston (497 Ariel).
W3 P. T. Stirland (346 Royal Enfield).
W4 A. Pulman (498 Matchless sc.).
Reserves: P. N. Brittain (346 Royal Enfield) and F. Wilkins (497 Ariel sc.).

THE SCOTTISH A.C.U. is anxious to trace the original Motor World Cup which disappeared during the war. Anyone with information concerning its possible whereabouts is asked to contact the Union secretary, T. Arnott Moffatt, 24, Reid Terrace, Edinburgh.

RALLY enthusiasts will be disappointed to learn that the North Lancashire Club has decided to cancel the Morecambe Rally for 1958. The cancellation is brought about by changes in club administration. It is felt that a rally committee, formed in January, would be unable to maintain the usual high standard of organization.

A YORKSHIREMAN who will be competing in the T.T. this year is Leon Cooper, road-racing president of the Batley club. He is entering the Lightweight 125 c.c. Race, riding either his ex-Purslow Triumph or a new Italian lightweight. Earlier this year, to "help" Scarborough Club officials in their decision to include a 125 c.c. class in their June road-race meeting at Oliver's Mount, Cooper promised a trophy valued at £200 as the premier award.

ENTRIES for the Sunbeam Pioneer Run close on Monday. As usual the run is open to riders of machines manufactured not later than 31 December 1914 and which are on the Pioneer Register. Date for the event is Sunday, March 23. The start will be from Tattenham Corner Station, Epsom Downs, and the finish, as usual, at Madeira Drive, Brighton. Secretary is H. L. Wilson, 8, Fairfield Way, Ewell Court, Epsom, Surrey.

LATEST film made by Chris Wood is "Vanwall Victory," featuring the Monaco and Aintree grands prix and including many amusing, behind-the-scenes shots of Stirling Moss and other members of the Vanwall team. The film is in colour on 16mm stock and has a commentary; running time is 28 minutes. It can be obtained free on loan from Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4. Although "Vanwall Victory" deals with car racing, Chris Wood, who has made many motor-cycle features, suggests that it is of great interest to the majority of motor cyclists.

REGULATIONS are available for the following events: the Western Centre's national Cotswood Cup Trial (March 8). Entries close February 22. Secretary is Miss Grant Heelas, Baughan Engineers, Lansdown, Stroud.

Wirral 100 Club's national road-race meeting at Oulton Park (April 7). Entries close March 1. Secretary is H. W. Bowman, 63, Claremont Road, Wallasey, Cheshire.

Ilford Club's Traders Trial (March 9). The event is open to members of the club as well as to members of the Eastern area of the Motor Cycle Traders' Association and their staffs. Entries close March 3. Secretary is Mrs. J. Waite, 296, Hampton Road, Ilford, Essex.

Edinburgh Southern Club's open Coronation Trophy Trial (March 9). Entries close March 3. Secretary is A. Clyne, 62, Meadowhouse Road, Edinburgh, 12.

Affiliation

Fees Go Up

A.C.U. General Council Approves Increases : Plans for Road-racing Stars Still Not Finalized

AT last Friday's meeting, the general council of the Auto-Cycle Union gave approval to the increases in affiliation fees proposed by the management committee. Under the new arrangements, which come into force on January 1, territorial clubs will be required to pay 2s 6d per member with a minimum of £1 15s. (Previously the fee was 1s 6d per member with a minimum of £1 1s.) The increase of 1s per member also applies to non-territorial clubs which will thus pay an annual fee of 2s per member.

The basis of the grants paid by the A.C.U. to centres has been reduced. Henceforth, instead of allocating to centres half the total affiliation fees received from their clubs, the A.C.U. will pay only two-fifths of the amounts. Final change is that the annual fee payable by a national club is raised from £5 5s to £10 10s.

In proposing the increases K. S. Topping, the treasurer, said that the fees had remained unaltered for about 30 years though, during that time, costs had steadily risen. For example, in 1939 the A.C.U.'s total expenditure was £8,258; in 1955 the figure was £15,500. In recent years the A.C.U. had come to rely more and more on income from a levy on the gate money at sporting events—a means of obtaining revenue that was in no way reliable. Mr. Topping quoted instances where one year a meeting had made a profit of approximately £800. The following year the income only just about covered expenses.

Mr. Topping stated that, in order to relieve the A.C.U.'s financial difficulties, representations had been made to the Royal Automobile Club. While sympathetic to the request the R.A.C. stressed that the onus lay with the A.C.U. to improve its regular income (derived from affiliation fees). Thus, before any help could be reasonably expected, it was up to the A.C.U. to supplement its annual revenue. Mr. Topping pointed out that in so far as the clubman was concerned, the extra shilling a year asked for was equivalent to giving the A.C.U. a cigarette every 10 weeks.

On behalf of the North-Western and East-Yorkshire centres C. Clegg proposed that the extra revenue should be obtained by making competitors, other than holders of international or national competition licences, take out separate competition licences for each centre in which they competed. The licences, which would be valid for 12 months, would cost 5s. Of that sum, 4s would be paid to the A.C.U. and the remainder retained by the centre. Furthermore it was proposed that costs could be cut by limiting to two the number of delegates from each centre to the general council.

Mr. Clegg's argument was that the bulk of the A.C.U.'s expenditure was concerned with administering motor-cycle sport. In the early days practically every clubman was a competitor and thus received full benefit from the affiliation fee he paid. Nowadays the majority of motor cyclists joined clubs for purely social reasons and thus got nothing from the A.C.U. It was unjust that non-sporting clubmen should be called upon to subsidize the interests of the sporting minority. The amendment was defeated by 41 votes to 12.

Lord Brabazon of Tara, president of the Auto-Cycle Union, was present during part of Friday's meeting. Here he addresses delegates. On his left is S. T. Huggett, A.C.U. secretary



A further amendment, put forward by the Midland Centre, was to the effect that the A.C.U.'s annual grant to the centres should remain at half the total of the affiliation fees. This, likewise, was defeated as was a motion from the Yorkshire Centre that the affiliation fees be increased by 6d per member and that the increase be paid to the A.C.U.

Reporting on the meeting of the competitions committee which had taken place that morning and during the previous afternoon, J. C. Lowe said that draft plans had been drawn up for the proposed scheme of awarding road-racing stars. It remained to finalize the regulations and discuss them with Slazengers who, subject to agreement on details, might be prepared to sponsor the scheme. At present the intention is to award stars in five classes (125 c.c., 250 c.c., 350 c.c. and 500 c.c. solos, and sidecars) for the best performances in national road-race meetings.

In order to qualify solo competitors will have to start in 10 races, the best eight performances to count. In the sidecar category eight starts will be required, the best six performances to count. Points are to be awarded on the basis of eight for a first place, five for second, three for third and one each for fourth to sixth. Points will be gained in scratch races only and, where there are heats, in finals only.

It was pointed out that top-flight riders with continental commitments might have difficulty in competing in the requisite number of races. Mr. Lowe said that the competitions committee was aware of the problem and was looking into it.

N. E. Culley of the North-Western Centre asked whether it would be possible to include an event counting for the special 250 c.c. moto-cross championship of the world either in the programme of the British Moto-Cross Grand Prix meeting at Hawkstone Park in July or at the Ipswich Club's Shrubland Park meeting on August Bank Holiday Monday. Replying to the question, E. Damadian said that in the case of the British Moto-Cross G.P. the cost of putting on the extra event would be prohibitive. The date of the Shrubland Park scramble was unsuitable.

Norman E. Dixon was re-elected chairman of the general council. H. P. Baughan, C. H. King and H. R. Taylor were re-elected

to serve on the management committee; other members are N. E. Dixon (chairman), V. C. Anstice, J. C. Lowe and K. S. Topping. Six members of the competitions committee were returned to office: L. J. Archer, A. Jefferies, J. E. Sutton, F. E. G. Vigers, J. E. Whitaker and J. D. Woodhouse. Also on the competitions committee are J. C. Lowe, E. Damadian, G. R. Allan, E. G. Cope, J. McNulty, H. S. Perry and T. E. Ryan.

Provisional Licences

FROM March 1 provisional driving licences will cost 10s and be valid for six months. Current licences cost 5s for a three-month period. The change was envisaged in section 18(2) of the Road Traffic Act, 1956, which the Minister of Transport has now ordered to be applied on March 1.

When section 18(1) of the Act comes into force—the Minister is considering the matter in relation to driving-test facilities—licensing authorities will have the power to refuse to issue another provisional licence to an applicant who has, within the previous 1½ years (in certain circumstances, 2½ years), held two provisional licences, the last during the previous 12 months, unless the applicant has either taken a test (and failed) during the currency of his last licence or can give an acceptable explanation for not having done so. In either case, before applying for the new licence, the applicant must have applied for a test to be taken within six months after the date of the licence application.

Where circumstances are such that a new licence is refused because two licences have been held within the previous 2½ years exactly, a further application made, say, two days later would be bound to succeed because by then no licence would have been held within the previous 12 months. In any other circumstance where two licences have been held within a year of each other (the last within 12 months), the applicant for a new licence may have to wait for up to a year before it is granted, depending on the time that has elapsed between expiry of the last licence and application for the new.

As intimated, the date on which these measures are to be brought into operation has not yet been fixed.

Sunday Freedom

Two Famous Riders Appeal for Campaign Support

GOFF DUKE and John Surtees, as vice-presidents of the Sunday Freedom Association, are appealing to motor cyclists to support a campaign for the revision of the Sunday Observance Acts.

The aims of the association are as follows: (a) to promote ways and means of removing the present anomalies which exist under the Sunday Observance Acts of 1625, 1677 and 1780, and the Sunday Entertainments Act, 1932; (b) the extension of this organization to embody all branches of the entertainments industry and such sporting and charity organizations as may be affected or interested in the promotion of entertainments and functions on Sundays; (c) to establish a sound organization to carry these objects into effect; (d) to do all such lawful things as are incidental or conducive to the attainment of these objects, which are designed to free the people's Sunday.

President is Jack Warner and other stage, film, television and radio artists hold office. The chairman is "Professor" Jimmy Edwards and vice-presidents, in addition to Duke and Surtees, are Gilbert Harding, Jack Payne, Victor Sylvester, Billy Butlin, Eric Robinson, Humphrey Lyttelton, Chris Barber and Bob Monkhouse. Parliamentary adviser is John Parker, M.P. for Dagenham, Essex.

Minimum annual subscriptions are 2s 6d for individuals and 10s 6d for clubs and similar organizations. Subscriptions should be sent to the general secretary, W. E. Sensier, 91, Braemar Road, Worcester Park, Surrey, who will supply any details requested.

Impressive Figures

AT a gathering last Friday the latest Lambretta scooter, the TV175, and the FDC commercial three-wheeler were officially introduced to the British Press. The TV175 was described in *The Motor Cycle* for December 5 last and deliveries are already reaching dealers. The three-wheeler is a 5-cwt transporter comprising a Lambretta scooter front fork, wheel and 148 c.c. engine-gear unit with a tubular chassis at the rear supporting the fully enclosed driver's cab and the body. In chassis form the FDC costs £243 6s, or £272 13s including British purchase tax. Various types of body are available: for example, an open-truck type is priced at £32 10s and an enclosed type at £57 10s 6d.

In a speech Peter Agg, a director of Lambretta Concessionaires, disclosed that there are now over 200 special Lambretta service stations open in Great Britain. During 1957 some 10,000 machines were dealt with in his firm's service department at Wimbledon, London; spares carried were valued at over £250,000 and spares prices have been reduced by 60 per cent.

Newport Trial

WORKING until the early hours of Sunday fitting his 346 c.c. Royal Enfield engine into a new frame, A. L. King reaped his reward later in the day when he won the Newport and Gwent Club's Colonel Parkes Trial from an entry of 56 riders. The 30-mile circuit began on the Chepstow road about eight miles from Newport.

Nanny Goat's Hill, the last section, proved to be the deciding hazard of the trial. The

lower of its two main sections was crossed at an angle by a stone ledge and tree stump. Though exhibiting different methods of attack, King and L. Jones (490 Norton) both rode it very well without loss of marks. W. H. Kershaw (197 James) looked as though he would follow suit but shed a chain.

Premier Award.—A. L. King (346 Royal Enfield), 11 marks lost. **Best Sidecar.**—R. T. Williams (497 Ariel), 588 e.s.—L. Jones (Norton), 349 e.s.—N. G. Hawkins (B.S.A.), 19, 208 e.s.—W. H. Kershaw (197 James), 15. **Novice Award.**—A. Reed (197 James), 33. **Best Newport and Gwent Member.**—G. Evans (197 Francis-Barnett), 20. **First-class Awards.**—W. Phillips (197 Francis-Barnett), 14; B. Grindie (197 Dot), 15; J. R. Roberts (197 H.J.H.), 16; M. F. Eyles (197 Norton), 20.

Traders' Trophy Trial

SNOW storms, heavy rain and extremely slippery going over the snow-covered ground made conditions terrible for the Bury Club's Traders' Trophy Trial on Sunday. Nevertheless, 75 of the entry of 95 riders travelled over icy roads to start in the trial but the cold and treacherous going caused 27 retirements. Riders covered two laps of a six-mile circuit with 14 sections to each lap; one section had to be cut out.

Best Performances.—B. Holden (197 Francis-Barnett), 27 marks lost. **250 e.s.—E. Adcock (197 Dot), 51, 358 e.s.—R. P. Robinson (B.S.A.), 54, 500 e.s.—J. Mathews (Ariel), 56. **Novice Award.**—J. N. Rhodes (197 Greeves), 76.**

First-class Awards.—G. S. Woodhead (197 Standard), 14; J. Rhodes (197 Greeves), 60; B. Hatton (497 Ariel), 65; J. Sanderson (197 Dot), 70; S. Cordingley (497 Ariel), 75; R. Stell (197 James) and D. Clegg (346 Royal Enfield), 76.

Another Stirland Win

WITH an entry of nearly 70 and a 16-mile course rendered very muddy by thawed snow, the Mortimer Club decided to reduce Sunday's Jack Englefield Trial (a Southern Centre event) from two laps to one. Start and finish were at the Turner's Arms, Mortimer, near Reading.

Best Performance.—P. T. Stirland (346 Royal Enfield), 9 marks lost. **Best Sidecar.**—R. Price (490 Norton), 44, 250 e.s.—B. Fry (197 James), 34. **500 e.s.—J. Hales (Ariel), 35, 500 e.s.—D. Budd (Triumph), 11. **Best Novice.**—D. Smith (197 Francis-Barnett), 49. **Best Intermediate.**—M. Larkom (497 Ariel), 30. **Best Veteran.**—G. C. Collins (197 Greeves), 65. **Team Prize.**—Mortimer: G. E. A. Challis (499 Royal Enfield), P. J. Challis (248 Ariel), G. Brown (497 Ariel), 176.**

First-class Awards.—C. E. A. Challis and Larkom, 30; P. Dent (197 Greeves), 35; R. Clarke (197 James), 36; T. S. C. Gilfilian (490 Norton), 37; C. Keeley (197 Ambassador), 38; D. Kepp (497 Ariel), 65.

South Yorks Trial

RIDING beautifully, P. C. Beal (197 Dot) won the Maurice Randerson Trial organized by the Doncaster Club and held on Sunday. He finished 19 marks ahead of M. Ransom (346 Royal Enfield) after three laps of a snow-covered and extremely slippery 15-mile course. Ransom was but one mark ahead of the third man, W. D. Couldwell (497 Ariel). There were 12 sections to each lap and, although the short, wriggling hazards favoured the lightweights, the general going was not overwhelmingly in their favour. In spite of the weather, all but nine of the 60 entries started and there were only 13 retirements.

Best Performance.—P. C. Beal (197 Dot), 23 marks lost. **Runner-up.**—M. Ransom (346 Royal Enfield), 42. **Third.**—W. D. Couldwell (497 Ariel), 43. **Fourth.**—C. A. Morewood (497 Ariel), 47. **Fifth.**—R. Joy (497 Ariel), 48. **Sixth.**—E. R. Bibby (197 Dot), 50.

ON Saturday, John Surtees is entering the motor-cycle retail business on his own account at 4, Bell Parade, West Wickham, Kent. Special attractions will be an MV Augusta four-cylinder racer, one of the famous A.J.S. three-

Star Attractions

Integral weather protection in the form of a shapely glass/polyester fairing is being introduced by a famous British manufacturer—full description and road-test report.

★ Bearings and their uses—Part 12 in the series for beginners.

★ Front forks with trailing links and leading links—the pros and cons summarized by the Technical Editor.

★ The first instalment of a thrilling story about a sidecar trip from Togoland to the Belgian Congo.

★ All the popular weekly features.

Next Thursday

valve three-fifties, a Manx Norton and a two-fifty MV racing model. Agencies held include Greeves, James, Lambretta, Matchless, Norton, N.S.U. and Triumph, and many new and second-hand machines will be on show.

NEWLY appointed by the Sun company as service manager is Ted Best, until recently employed in the B.S.A. service department. At Sun he will be responsible for the service of scooters and motor cycles, with particular reference to Villiers units.

FINAL showing in the provincial tour of the R.A.C. Diamond Jubilee Exhibition will be at Tom Bayt's Automobile Centre, Victoria Road, Fenton, Stoke on Trent from next Monday until Tuesday, February 25. Entitled "The Age of the Motor Car," the exhibition is a display of motoring relics, models and paintings which trace the development of cars from the early days of motoring.

MEN famous in the motor-cycle world were much to the fore at the annual dinner and dance of the automobile division of the Institution of Mechanical Engineers held at the Dorchester Hotel, London, last Friday. In the chair was the chairman of the division, R. C. Cross, widely known for his rotary-valve design, and on his left was R. A. Wilson-Jones of Royal Enfields who is a vice-chairman of the division.

POR many years Robert Williamson was press officer of the Manufacturers' Association and became widely known to members of the industry and trade particularly for his work in connection with London Shows. He was also the press officer of Dunlops for over 35 years; now he has retired from that position but will remain available as a consultant. The Dunlop news service will be provided by the company with Campbell Fraser (10-12, King Street, London, S.W.1), in charge. Robert Williamson is maintaining his news service for other organizations.

A SCHEME for contract hire of scooters has been introduced by Continental Scooters, Ltd., 225-7, Westminster Bridge Road, London, S.E.1. Based on the system widely used by fleet owners of cars, contract hire operates in this way: the hirer pays an initial deposit (which may be as low as £17 10s); thereafter the vehicle is maintained free of charge and a replacement is available at 48 hours' notice. Machines are taxed and insured and equipped with pillion seats and windscreens. Under one scheme a new scooter is provided every year; under another every two years. Monthly payments under the first range from £6 13s 4d (under the second £5 8s 4d) for a Lambretta or Vespa Standard to £10 8s 4d (£8 6s 8d) for a Maicoletta, Lambretta 175TV, N.S.U. Five-Star Prima or Heinkel. Another system of scooter hire—this one for tourists—has been introduced by the Rob Roy Highland Hotel, Aberfoyle, Perthshire. Charges are £1 for 24 hours or 3s 6d an hour plus petrol. These charges include the use of clothing, safety helmet and goggles. A £5 deposit is required and hirers must, naturally, be holders of current licences.



CLUB NEWS

A LDERSHOT.—February 15: Working party (Christmas Pie, 2). 16: Working party (Christmas Pie, 10). Over 100 members and friends, including Les Archer, Len Heath and Arthur Wheeler, attended the dinner and dance held at the Hog's Back Hotel on January 24. Awards were presented jointly by Mrs. J. C. Archer and the mayor of Aldershot, Miss M. E. Kemp. **Alperton and Wembley**.—February 14: Mobil-oil films (Swan, Sudbury, 8). 16: Social run (Acc. Café, 11). **A.M.C. Owners** (Medway).—February 16: London tour (Chatham Town Hall, 10). 19: Talk (Old George, Rochester, 8). (South Eastern).—February 16: Support scramble (Chiswick roundabout, 1). 18: Talk by A.M.C. service manager (White Hart, Barnes, 8).

Devonport.—February 14: Club night (H.Q., 8). 16: Support centre event (Coypool, 9.15). **Dittons**.—February 13: Bosch films (Royal Oak, Teddington, 7.45). 16: Scavenger hunt (Hampton Court, 10.30). **Dundee**.—February 16: Bell Cup Trial. **East Action**.—February 19: Games (Duke of York, 8). **Ford Sports**.—February 16: Welsh Harp and Kensington museum visit (Gants Hill, 10.30).

Glasgow Sporting.—February 16: Trial (Libo Quarries, 11). **Gloucester and Cotswoold**.—February 18: Indoor trials. **Grays**.—February 13: Dunlop films (Cricketers, Windham Road, 7.30). **Greenwich**.—Nearly 200 members and friends attended the dinner and dance held at the Green Man on February 1. Among the sporting personalities were Alan Trow and Harold Taylor. **Grove Park**.—February 16: Support scramble (Green Man, 10).

Harrogate.—February 13: A.G.M. (Adelphi Hotel, 8). **Horsforth**.—Over 100 members and friends braved dense fog to attend the dinner and dance held at the Powolny's Restaurant, Leeds, on January 31. One of the more famous members present was Jack Brett. **Kings Norton**.—February 14: Quiz (H.Q., 8). 15: St. Valentine's dance (Robin Hood, Drayton). **Kingston**.—February 14: Darts (H.Q., 8).

L.E. Velo (London).—February 14: Club Night (White Swan, Farrington Street, 8). (Midland).—February 16: Lickley Ramble (Rednal

Important Events

Saturday, February 15.—**Bristol**: White Lion Rally, White Lion, Frenchway, 6 p.m.

Sunday, February 16.—**Dundee**: Bell Cup Trial, Balluderon Hill, Sidlaws, 1 p.m.

Pirbright: Weyburn Club's Brian Flint Scramble, 11 a.m.

Penzance: Cornwall Centre Inter-club Team Trial, Shaftesbury, Paul, noon.

Halstead: Trial, Cock Inn, Beasley End, Shalford, 10.30 a.m.

Kingswood: Trial, Fox and Hounds, Ingleside Common, near Wickwar, 10.30 a.m.

Scarborough: Abbot Trophy Trial, Caley Arms, Brompton, 10.30 a.m.

Nantwich: Trial, Traveller's Rest, Alpraham, near Tarporley, noon.

Newark: Trial, Bridge Garage, Lincoln Road, one mile from city centre, 10.30 a.m.

Worcester: Trial, Wobblie Wheel Inn, Alfrick Pound, on A4103, 10.30 a.m.

Saturday, February 22.—**Salop**: national Victory Cup Trial, Church Stretton, 9.30 a.m.

Ulster: McCrum Cup Trial, route to start die-marked from Antrim bus terminus, 2.30 p.m.

Sunday, February 23.—**Minsterley**: Trade Barons' Trial, Old Brickworks, Cruckmeole, near Shrewsbury, 10.30 a.m.

Taunton: Trial, Harp Inn, 12.30 p.m.

Hertfordshire: Dick Turpin Cup Trial, Bob's Café, Puckeridge, 10.30 a.m.

North Berks: President's Cup Trial, Blewbury Filling Station, Blewbury, on Wantage-Kenington road, 11.15 a.m.

South Newbury: Enborne Scramble, five miles east of Newbury on A4, 1 p.m.

Lyndhurst: President's Cup Trial, Rufus Stone, Canterton, Hants, 11 a.m.

Salop: Harold Embrey Cup Trial, Longville Hotel, five miles from Church Stretton on the Much Wenlock road, 10.15 a.m.

Brids Hatch: Greenwich Club's Scramble, Brands Hatch scrambles circuit, near Farnham, Kent, noon.

Leicester: Baines Trophy Trial, lay-by near Kibworth, on Market Harborough road, 10 a.m.

Yorkshire Centre: Jack Leslie Ellis Trophy Trial, Rising Sun Inn, Cartworth Moor, Holmfirth, 11 a.m.

Barry.—February 16: Support centre A.G.M. (Colcalt, 2). 18: Whist (H.Q., 7). Secretary: S. W. Smith, 41, Regent Street, Barry. **Birminham Lambretta**.—February 14: Club night (The Motordrome, Colebrook Road, Great). **Bishops Waltham**.—February 16: Road trial. **B.M.C.R.C.**.—February 18: Film show (Prince of Wales Tavern, Drury Lane, London, W.C.1, 7). **Bristol**.—February 15: White Lion Rally. **British Two-Stroke**.—February 16: Run to Sevenoaks (Blackwall Tunnel, south side, 9; Aero Café, Poll Hill, 9.45). Over 60 members and friends attended the dinner held at the Toby Jug, Kingston By-pass, on February 1. On behalf of Brian Stonebridge, Bert Greaves accepted from its donor the Meteor Trophy for the year's most outstanding performance by a British rider of a two-stroke in competitions. Secretary: D. J. Walters, Wimbush, The Drift, Bromley Common, Kent. **Brougham and Bretton**.—February 13: Film show.

Camel Vale.—Regulations for the February 23 open-to-centre trial from E. Pascoe, Churchtown, Lanivet, Bodmin, Cornwall. **Croydon**.—February 16: Support scramble (Airport, 9.30). **C.S.M.A.** (North Western).—Secretary: G. Sheridan, 13, Dewhirst Road, Syke, Rochdale, Lancs.

Derby Phoenix.—February 16: Middleton Trial (Middleton Moor, 11). **Derby Scooter**.—February 19: Club night (Greyhound, 8).

tram terminus, 11). Secretary: T. Y. McIntosh, The Ingle, Cedar Grove, Weybridge, Surrey. **Lea Bridge**.—February 16: A.G.M. (Dick Turpin's Cave, High Beech, 10.30). **Leatherhead**.—February 16: Support scramble (Epsom Clock Tower, 10). 17: Redex films (H.Q., 7.30). **London Douglas**.—February 14: Club night (H.Q., 8). 16: Support trial (Lewisham Clock Tower, 10). **London Scooter**.—February 14: Dance (White Lion, Putney, 8). 16: Run (Blue Cockatoo, Albert Bridge, 9.45). **London Touring**.—February 16: Coast run (Fox and Nicholl, 10.30).

Maidstone Aces.—February 16: Support trial (Fairmeadow, 10). **Manchester Ace**.—February 16: Yorkshire tour (Isherwood's Garage, 10.30). 17: Darts (H.Q., 7.30). **Manchester Lammetta**.—February 17: Mystery night (H.Q., 8). **Manchester Vagabond**.—February 16: Manifold Valley (Hazel Grove, 10.30). Manchester 17-Winch (Hazel Grove, 11). **Mid Bucks**.—February 14: Annual dinner and dance (Spread Eagle, Thame, 7.30). **Morgan Three-wheeler** (South-Eastern).—Entries for the February 16 Chipperfield Road Trial to A. J. Pink, The Caravan, Rumbold's Orchard, Wallingford, Berks.

North-East London.—February 13: Club night (Crooked Billet, 8). 18: Committee meeting (74, Carr Road, E.17, 8). **Panther Owners (Home Counties)**.—February 16: Support scramble (G. K. Rae, 9.30). **Peterborough Com-**

THE MOTOR CYCLE, 13 FEBRUARY 1958

bination.—February 19: Social; prospective members welcome (Drill Hall, London Road, 7.30). **Plymouth Touring**.—February 13: Quiz (H.Q., 7.30). 16: Membland Hall (Stadium, Pennycross, 2).

Ravensbury.—February 16: Brighton. **Regate**.

—Secretary: R. Lawson, 22, Eastnor Close, South Park, Reigate, Surrey. **Ringwood**.—February 17: Club night (Burley, 8). **Rochester, Chatham**.

—February 13: Visit Parrett and Neaves (Empire car park, 7.45). **Royal Enfield Owners** (London).—February 14: Tombola (H.Q., 7.30).

Saints, Westminster.—February 19: Club night (Gun, Lupus Street, London, S.W.1). **Solihull**.

—February 13: A.G.M. (Malt Shovel, Barston).

Somerset.—February 13: Club night. **South Harrow**.—February 16: Support scramble (Hillingdon roundabout 10). Secretary: Miss Hotman, 121, Peter Street, Northwood, Middlesex.

South of Scotland.—February 14: A.G.M. (King's Arms, Dumfries). **Southern Vikings**.

—February 16: Gosport Trial (Fleming Arms, 10.30). **Southern Sporting**.—February 19: A.G.M. (H.Q., 8). **Streethouse**.—February 17: Club night, Pall Mall, London, S.W.1. **Surrey Hills**.

—February 14: Housey-housey. **Surrey Sidebar**.

—February 16: Chiltern tour (Esher traffic lights, 9.30). 19: Redex films (Hand in Box, Box Hill, 8).

Tenterden.—February 16: Support Whitley Mill Trial. 18: Committee meeting and club night (Eight Bells, Tenterden, 7 and 8). **Triumph Owners** (East Surrey).—February 16: Popular-vote run. 19: Road-trial film, (Epping Forest).

—February 18: Auction (H.Q., 8). (Leeds).—February 14: Club night (Wharf Hotel, Bradford, 8). (North London).—February 14: St. Valentine's dance (George and Vulture, 490, High Road, Tottenham, 8). (North Wales and Merseyside).—February 14: Club night (Victor Horsman's, Queensferry). (North-West London).—February 18: Square dance (H.Q., 7.30). (Notts and Derby).—February 19: Darts (Midland Hotel, Stapleford, 7.30). (West Middlesex).—February 13: Quiz (H.Q., 8). **Triumph Owners of North West Kent**.—February 18: Bring-and-buy sale (T. S. Narvik, Bromley Common, 8).

Vagabonds.—February 15: Social (H.Q., 7.30).

16: Run (Highway Café 10). 17: Club night (Bull's Head).

Vincent-H.R.D. Owners (Aldershot).—February 16: Meeting with sidecar section (King's Head, Ash Road, 11.30). (Coventry).—February 14: Shell films (Phantom Coach, Coventry By-pass). (Derby).—February 13: Club night (Essex).—February 14: Talk (H.Q., 7.30). (North London).—February 18: A.G.M. (H.Q., 8). (Oxford).—February 14: Club night (South London).—February 14: Club night (H.Q., 8). 16: Support Aldershot run (H.Q., 10). (Southampton).—February 13: Club night (Wessex).—February 18: Club night (H.Q., 7.30). (West London).—February 17: Club night (H.Q., 8). **Vintage** (North East Region).—Speaking at the annual dinner held at Temple Newsam Golf House on February 1, the chairman, who is in his 80s and still competes in club events, claimed that the region was really pulling its weight in vintage circles.

Watling Association.—February 16: Support scramble (Queen of Hearts, 9.30). **West Bromwich**.—Secretary: Miss P. Barker, 33, Albright Road, Langley. **Oldbury**.—**West London**.

—February 19: Winter Hill (Bitter Ole, 11). **Wickham**.—Among the 101 members and friends at the annual dinner held at the Shirley Poppy on February 19 were Bob Geeson and John Surtees. **Wrekin**.—The annual dinner was held on January 21 at the Forest Glen Hotel, Wellington. The President, ex-road racer Bill Doran, was among the prize winners; he received—from Mrs. Doran—a navigator's award.

THE CLUBMAN

THE partitours organized annually by Ken and Mollie Craven will be run a little later than usual this summer to take advantage of the August holiday weekend. The first starts on July 19 and will extend to August 3; it will be a leisurely tour particularly suitable for those making their first trip abroad through France and the Italian Alps and a few days will be spent at Menton on the French Riviera. A longer tour will start on July 18 and finish on August 4 and, though following a somewhat similar route, will be based for three days near Florence and will return by way of Venice and the fringes of the Dolomites. Accommodation costs will be approximately £25 10s for the former and £27 for the latter; in addition, about £20 should be allowed for petrol and oil, boat fares, insurance, documents, etc., apart from spending money on incidentals. Members of the tours are expected to ride modern machines in good mechanical condition and to have clean driving records over at least the past two years. Further details can be obtained from Mrs. Mollie Craven, Gilston House, near Harlow, Essex, on receipt of a stamped, addressed envelope.

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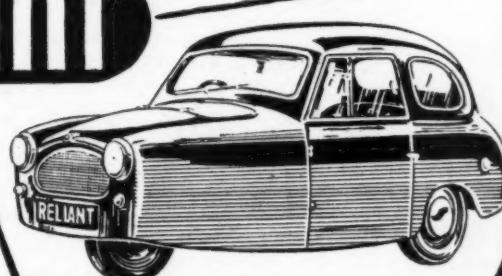
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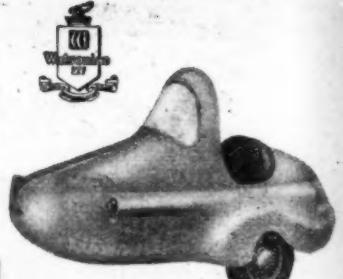
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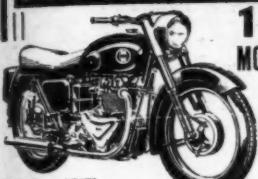
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1957 HEINKEL Tourist, 174 c.c. O.H.V., electric starter, d/seat with w/shield, carrier, genuine low mig., one owner, virtually as new.

1957 ARIEL Colt, 200 c.c. O.H.V., s/r frame, equipped with d/seat, p/rests, panniers, l/shields & scr., superb blk/chrome finish, exc. value.

1956 ARIEL NH, 350 c.c. O.H.V., s/arm rear suspension, d/seat, maroon and chrome finish, carefully maintained machine in excellent cond.

1956 B.S.A. C11, 250 c.c. O.H.V., spring frame, dualseat, legshields, very smart red and chrome

1956 B.S.A. A10, 650 c.c. O.H.V. Twin, spr./frame, d/seat, carrier, valanced front guard, excellent black/chrome finish, ideal solo or s/car machine

1955 FRANCIS-BARNETT, 197 c.c. Villiers engine s/arm rear sus., 4-sp. gearbox, with d/seat and p/rests, excellent black and chrome finish.

1957 FRANCIS-BARNETT, Cruiser 75, 225 c.c. Villiers engine, s/arm rear susp., 4-speed gearbox, dualseat, legshields, full width hubs, one owner, excellent cond. throughout.

1956 JAMES Cadet, 150 c.c. Villiers, equipped s/arm susp., w/scr., legshields, panniers, and mirror, smart finish in maroon and chrome. Low mileage. Excellent throughout.

1947 NORTON ES2, 500 c.c. O.H.V., Telescopic forks, spring frame, in good mechanical order, ideal solo or sidecar machine.

1954 R. ENFIELD, 350 c.c. O.H.V. Bullet, equipped with s/arm rear susp., d/seat, 4-sp. gearbox with neutral selector, grey and chrome finish, high performance machine in good order.

1951 SUNBEAM SB, 500 c.c. O.H.C. Twin, sprung frame, unit construction engine, 4-speed foot-change gearbox and shaft drive, immaculate black and chrome finish.

1956 TRIUMPH Tiger Club, 200 c.c. O.H.V., spr. frame, d/seat and plin. rests, blue and chrome finish, smart machine, lively performance.

1955 INDIAN Brave, 250 c.c. S.V., equipped with dualseat and pillion rests, smart red and chrome finish. Bargain at ...

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1956 TRIUMPH/SWALLOW Combination, 650 c.c. Thunderbird Twin, swinging arm suspension, dualseat, fitted with almost new Viscount 2 adult saloon, very smart outfit, bargain at ...

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[C1171]

WHITBY'S.—Vespa specialists, new and second-hand. 273, Acton Vale, London, W.3. She. 5355. [C1128/R]

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RENNOS.—1953 Vespa de luxe, polychromatic blue, s/arm, s/gear, bargain; 59gns. or terms.

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GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

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YOUNG'S.—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [S1150/R]

HUMPHREYS for Vespa spares and accessories; H counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

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R. HORNSEY'S for Excelsior.

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YOUNG'S—Excelsior main agents; terms, exchanges. 32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [C1134/R]

£8 10.—Excelsior October 1946 125cc Villiers, 791, Forest Rd., London, E.17. Dilley, 474. [1030]

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KAYS OF EALING, Ltd., Excelsior spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2357. [S1015/R]

LONDON'S Excelsior specialists.—Alec Jackson for Great Britain; c.o.d. by return; repair specialists.—Alec Jackson, Motor Export, Ltd., 1006, Harrow Rd., Kensal Green, London, N.W.10. Ladbrooke 2792. [S1066/R]

FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd., Lower Ford St., Coventry. Coventry 3054. [0090/R]

ROWLAND SMITH'S for Barnett.

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1958 models for immediate delivery; usual terms available.—Stockwell Rd., S.W.9. Bri. 2838. [0234/R]

N. LONDON.—Tele. Autos, Francis-Barnett main agents.—58, High St., Waltham Cross. [0127/B]

JAMES

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

1955 (Sept.) James J11 Comet, spring fork and frame, very little used, taxed; first £50. Berthel, Winden, Balcombe, Sussex. Tel. Balcombe 254. [7184]

£149/10.—James November 1957 250cc Commodore, 149/10.—James November 1957 250cc Commodore, swinging arm, dual seat, run 191 miles only, as brand new, terms exchanged.—Dilley, 374, Finsbury Rd., London, E.1. Tel. 1521. [C1203]

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HOE STREET GARAGE, Ltd.—James and Villiers spares; c.t.o.d.—414, Hoe St., W.17. Tel. Cop. 1710. [0274]

OSGOOD & COATES, Ltd., James specialist; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0515. [S1094]

KATS OF EALING, Ltd., James spare parts stockists; terms supplied, quotations or c.t.o.d. by return.—8-10, Bond St., Ealing, W.5. Tel. 2387. [S1075/R]

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J.A.P. engines and spares; world's largest distributors.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

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GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

LAMBRETTA.—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. [0044/R]

SUPREME SELECTION

1953 TRIUMPH ST, chromium crash bars, Nacelle, sprung hub, dual seat ...

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£69 10

1955 EXCELSIOR 98 c.c., screen, black and chrome, speedometer ...

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1952 TRIUMPH Tiger 100, alloy motor, sprung hub, mirror, dual seat, good tyres ...

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1955 (Reg.) ENFIELD Bullet, alloy head, s/arm, dual seat, silver and chrome finish, good tyres ...

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1954 ARIEL Colt, 200 c.c., green and chrome finish, s/hub, d/seat, very clean. Choice of 4 from ...

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1951 B.S.A., 500 c.c. Twin, maroon and chrome finish, crash bars, leg-shields, d/seat, very clean, carrier ...

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LAMBRETTA

LEANOR MOTORS for Lambretta, terms, exchanges, E 265, Mare St., Hackney, E.8. Amherst 5134. [0352]

WHITBYS for bargains in used Lambrettas.—273, W. Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

HUDDERSFIELD—Lambretta, immediate delivery, latest Mark III, walk in and ride out; exchanges, terms.—Arnold Moore, Oxford St. Garage. Tel. 3483. [0486/R]

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories b.p. terms, part exchange, etc.—18, Highfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val 0191. [C1119/R]

NEW Lambrettas from £23/19/2 down, 21 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and finance rates.—H. A. Saunders, Highfield, London, N.W.10. Tel. 0171/1003. [C1035]

COMERFORDS for Lambrettas, new and second-hand; exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1069/R]

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R ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham 6047. [W1114/R]

GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R]

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S SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [S1121/R]

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [S1003]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. H. Malaby & Co., 144, Micklegate, York. Tel. 0073/R

LEANOR MOTORS. Lambretta trained mechanics, all repairs. 265, Mare St., Hackney, E.8. Amherst 3293. [0237]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]

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ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R]

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MAICO (GREAT BRITAIN) Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicolette 247cc and 277cc power scooter and Malcomobil 197cc, totally enclosed. All spares from stock. [0602/R]

RON MCKENZIE, 961, Chester Rd., Stretford, Lancs. Ron Sales, service.—Longford 2100. [C1086]

CELTIC MOTORS, Ltd., for your new Maico Typhoon 400cc twin, immediate delivery, all colours. [C1055/R]

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [C1055/R]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

CLAUDE RYE—Immediate delivery new Maicos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster, 53, Whitelake Drive, Blackpool. Tel. 24720. [0147]

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MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108/R]

COMERFORDS.—£195! 1957 Matchless twin, superb condition.—Portsmouth Rd., Thames Ditton. [C1008]

A ARCHER OF ALDERSHOT for Matchless, etc., A spares and service.—Victoria Rd., Tel. 3293. [0363/R]

MATCHLESS 500 twin, 1957, 2,000 miles, £220; terms, exchanges.—Edwards Motors, Taunton. Tel. 2943. [C1078]

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1957 Dominator 99, 8,000 miles, immaculate; £219.

LEWIS ELLIS & FOSTER, Ltd., 204, Rickmansworth Rd., Watford. Tel. Watford 3653. [7203]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

55 Norton Dominator 88 de luxe, alloy head, excellent; £179.

Norton ES2 500, s/arm, dual seat, excellent; £109. Tel. Brixton 6555; terms and exchanges. [C1122]

A RCHER OF ALDERSHOT for Norton, etc., spares and service.—Victor Rd. Tel. 323. [0366/R]

COMERFORDS for Nortons; new and second-hand.—Portsmouth Rd., Thames Ditton.

COMERFORDS.—£258! 1957 model 9 Featherbed, fullest equipment, practically unused, taxed. [C1006]

ELEANOR MOTORS for Norton, terms, exchanges, 265, Mare St., Hackney, E.8. Amherst 5134. [0315]

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ERIC KENNARD & Co., can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [0391/R]

ENTHUSIASTS!!—500cc Norton one model CS1, completely rebuilt in racing style, resprayed, rechromed; £90 o.b.o. Box 4237. [7185]

WHITBYS OF ACTON.—New models in stock, exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

KING'S OF OXFORD ensure friendliest deal, easiest terms, your 1958 Norton models, immediate delivery 10 minutes visit, 24 hours post, any motor cycle, car or three-wheeler part exchange, backed by real national service, you always win at—King's, New Rd., Oxford. [C1171]

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R OWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]
G EORGE CLARKE pays most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]
S MITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons.—Gul. 2767.

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NORTON spare parts specialists; largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0331/R]

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A LL Norton gear box spares.

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CLAUDE RYE, Ltd., Norton specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1058/R]

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.3. Tel. 5895. [0203/R]

GODFREYS, Ltd., Norton spares stockists; c.o.d.—226-234, London Rd., Croydon, Croy. 3641; and 220, Barking Rd., E.6. Gra. 8088. [S1052/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.O. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1058/R]

KAYS OF EALING, Ltd., Norton spares parts c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9455. Prompt c.o.d. by return service [0132/R]

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[C1041/R]

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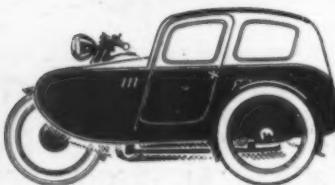
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1956 NORTON 600 c.c. Big Four and Watsonian Maxstoke	£145
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1956 FAIRFIELD 600 c.c. and single-seat s/car	£185
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COMFORTS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1016]

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GEOGE CLARKE pay most.—216, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W114/R]

BOND Mini wanted: cash or exchanges.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 100. [W1086]

CLAUDE RYE urgently require Bond Minicar: top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

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COMFORTS.—£345!! 1957 Heinkel practically unused.—Portsmouth Rd., Thames Ditton. [C1006]

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots incl. Bushwood Corner, E.11. See display advert. [C1052/R]

CLAUDE RYE, Ltd., for your new Heinkel: immediate delivery: terms, exchanges welcomed: 895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITBY'S of ACTON offer Heinkel Cabin Cruiser at old price of £379/15: exchanges, terms.—273, Acton Vale, London, W.3. She. 3355. [C1128]

HEINKEL WANTED

GEOGE CLARKE pay most for Heinkel.—276, Brixton Hill, S.W.2. Tel. 3211. [W1019]

CLAUDE RYE urgently require Heinkel: top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [C1191/R]

RELIANT REGAL WANTED

GORGE CLARKE pay most.—278, Brixton Hill. S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers—Hampstead High St., Hampstead, N.W.3. Ham. 6041. [W1114/R]

GLANFIELD LAWRENCE OF FINCHLEY require late settled: 307-319, High Rd., N.12. Tel. Finchley 0091-5. [W1043]

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BRACKPOOL'S.—Low rates, immed. cover, sh. prds. term easy pts.; s.s.e.—228, Stansted Rd., S.E.25. Forest Hill 2809. [M1198/R]

CLAUDIE RYE, Ltd., the motor cycle people, cover on the spot, competitive rates—695-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

COMPREHENSIVE cover from £5 19 2, third party £2/6 11, immediate cover 50/-, balance by instalments.—Kingsurance, Sutton, Surrey. [T1015/R]

WHITBYS OF ACTON, Ltd.—Keenest rates. Immediate issue of cover notes; let us quote you.—278, Acton Vale, London, W.3. Shepherd's Bush 5355-6.

DEFENCE LTD..—Lowest first payment, long deferred terms, cover on demand or by return post, prompt service.—722, Barking Rd., Plaistow, London, E.13. Grangewood 6089. [M1160/R]

METROPOLITAN INSURANCE BROKERS, Ltd. select the best and cheapest terms from all the different insurance companies and Lloyd's to suit your particular needs and requirements by return.—6, Lloyds Ave., E.C.3. Royal 8056. [T1016/R]

LOWEST rates for motor cycle of any make or age, prompt cover, attractive terms for learners and young drivers; maximum no-claims bonuses.—Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., London, S.E.1 (opp. County Hall). Waterloo 6075. [M124/R]

MISCELLANEOUS

NEW compressors, ex-Ministry stock, Ben, Hec, Hymatic, etc., receivers, accessories; send for detailed list.—T. E. C. Vaughan, 29-31, High St., Teddington, Kin. 1195. [T1711/R]

MUTUAL AID

PERCE RYE.—Dismantling all types of m/c's.—895, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

NUMBER PLATES

CLAUDIE RYE, Ltd.—Front number plates, black channeled 1/3 each, rears 3/4 each, post 1/3; rear number plates with reflector, 4/6 each, post 1/3; transfers 2/6 set, post 4d; aluminium number plates, raised and polished, 17/6 pair, post 1/6; 24-hr. service, no c.o.d.—695-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

PARTS AND ACCESSORIES

A GAGG AND SONS, NOTTINGHAM. FOR motor cycle and three wheeler spares, as we often sell you we cater for the good old faithful therefore don't let the wear worry you, we do not sell new parts one of the largest in England; don't hesitate, write us now for just that part you're stuck for also overhauls to engines, gear boxes, main drives, both front and rear wheels, very good exchange speedometer drive £1.50 a pair, your old one, this week's Norton 500, pedals 4/- each.

NOTE addresses. A. Gagg and Sons, 111-117, Alfreton Rd., Nottingham, Tel. 76288. [M1043/R]

WHITBYS.

WHITBYS OF ACTON, Ltd.—Let us know your requirements, even enquiry deal with by return, large stocks held. B. E. A. Ltd., Tipton, Walsall, Royal Enfield, Matchless, A.J.S., Sunbeam, Villiers, Burman, Wellworthy, Hoffman, Skefco, Feridax, Amal, Lucas, Renold, Lodge, K.L.G., Terry, etc.—263, Acton Vale, London, W.3. She 6785. [M1126/R]

GOODALLS.

GOODALLS OF EPSOM.—Spares and accessories for all popular makes of motor-cycles, tyres, clothing, insurance, etc.

HOURS 8.30 to 6.30 p.m.

55 South St., Epsom. [M1051/R]

H. KNOWLES, M.C. spares

JUST post that worn or broken part to us and let us match same and return per c.o.d. Don't let the age worry you; we cater for old-timers. Thousands of gear box spares. Old type S. Archer, Albion, Burman, B.E.A., etc. Dismantling daily. The Sprocket King, 26, The Strand, London, W.C.2. All makes and years of engine, box and rear wheel sprockets. Please send patterns to save time.

H. KNOWLES, M.C. Spares, 196, Alfreton Rd., Nottingham. Tel. 77596. Open Sunday mornings. [M1052/R]

CLAUDE RYE

THE MOTOR CYCLE PEOPLE

WORLD'S LARGEST
SPARES STOCKISTS



CLIPPLUS
SWEEDE-
METER
SHAFTS
FOR
HUB DRIVE
17/3

Post & Pkg. 1/-



NEW MOVED
LEGSHIELDS

NUU grey or green
Coubinette, Norman
Nippy and Phillips
Gadabout
P. & P. 2/5.

22/6

SET OF 3 KING
SPANNERS

Chrome Vanadium,
Metric, Whit. or S.A.E.

9/3.

P. & P. 1/3

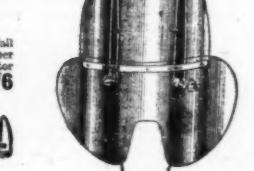


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Used but repaired. Patent
P. & P. 1/6.



New Stop and Tail
Lamps with Number
Plate and Reflector
complete
P. & P. 2/-



17/6

NEW ALL-CHROME
HANDLEBAR

For light motor cycles
With bolts and leads.
Fitted in place of
existing lamp bolts.

Pair 21/-

Post & Pkg. 1/6.

VIDAS 10/6 each.

SELLERS 7/- each.

Post & Pkg. 1/-.

NEW ALL-CHROME
HANDLEBAR MUFFS

Black leather with
silver metal ends.

Front 6/- each.

Front 6/- each.

Post & Pkg. 1/6.

NEW UNIVERSAL CHAIN
EXTRACTOR. List price 16/9.

Post & Pkg. 9d.

OUR PRICE

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As above but stored solid. 5/-

P. & P. 2/5.

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EXTRACTOR. List price 16/9.

Post & Pkg. 9d.

OUR PRICE



Brand new Government stock. Completely zipped full length on one side and especially well sewn the closure around the head which is held rigid with flexible stays which fold flat when packed. They must have cost £1 to make. These famous sleeping bags, comfortable to an amazing degree, are without doubt the finest model ever made and we offer them at a cost of less than the original price. Only 18/11, post, etc. 3/1. Folds up neatly for easy transportation. Full length and width, accommodates any size person. Send quickly or callers welcome. LISTS, TENTS, BINOCULARS, WATCHES, ETC. TERMS.



Size 5 up to 14 inclusive. The greatest Ex-Ministry Army Boot offers ever model. Brand spanking new, super quality manufacture and all leather materials. Made specifically for hard wear in all conditions to full Govt. specification, therefore there can be no harder wearing boot, irrespective of price. A tremendous price enables us to offer at this silly price of 18/6. Post, etc. 3/1. Many GAIN LISTS OF CLOTHING, FOOTWEAR, WATCHES, RINGS, JEWELLERY, BINOCULARS, TENTS, ETC. TERMS.



Made of RICH WARM SOLID LEATHER, lined for warmth to the fingertips they will wear and wear. The terrific reinforced stitching will not split or tear under tremendous strain. The leather is waterproof and ammonia proof, an essential for the fingers, enabling perfect control of instruments. The sides of the fingers are gauntlet, fully fleece lined, and the shaped gauntlet cuff is also gauntlet for easy drawing over the sleeve. Ideal Motorists, Motor Cyclists and for every outdoor use. Don't miss this genuine Govt. bumper surplus offer. Only 99/- Post, etc. 1/9. Officer's Brand New Brown D.R. Boots, sizes 5, 6, 7, 12 and 18. 45/- Post 3/-.

HEADQUARTER & GENERAL SUPPLIES LTD

(Dept. MC 82) 196/200, Coldeharbour Lane, Loughborough Junction, London, S.E.5 Open all day Sat., 1 p.m. Wed.

FRED FEARNLEY LTD

LONDON
742 LEA BRIDGE ROAD, LEYTON, E.17
MANCHESTER
629/4 ASHTON OLD ROAD, OPENSHAW, 11

BARGAINS THIS WEEK

AMBASSADOR, 1955, 197 c.c., d/sent, f/rotors, w/serv.	60 cms.
B.S.A., 1953, 250 c.c., p/linn, rests, pann., u/shields	55 cms.
B.E.A., 1953, 250 c.c. and a/sal. s/c, perfect	70 cms.
B.E.A., 1953, 600 c.c. M.21 and brand new C/A s/c and a/sal. s/c, 1953, 1954, 1955, 1956, 1957	150 cms.
LAMBRETTA, 1954, 150 c.c. dual colour, black and pink, f/r, rear carb., many extras, also uncoloured.....	\$110
N.S.U., 1955, 98 c.c. 4-str. M/Cycle. As new	85 cms.
TRIUMPH, Tiger 110, 1948, Fairing worn. Perfect order	55 cms.
HUNDREDS OF OTHER AND SECONDHAND MACHINES.	
A. AUSTIN & SONS LTD.	
138-158, HIGH STREET, HARLESDEN, N.W.10	ELGAR 6747

SILENCERS AND EXHAUST PIPES

BLAIS OF TWICKENHAM, Ltd., for exhaust pipes and motor cycle spares.—192, Heath Rd., Twickenham. [0368/R]

EXHAUST pipes, in best chrome, made to pattern, from 50/-—Technical Tubes, Ltd., Longham, Dorset. [0368/R]

BURGESS, the original straight-through silencer. Immediate delivery of replacements to fit every make, model year, order through your dealer; trade enquiries invited.—Burgess Products, Ltd., Hinckley, Leicestershire. Hinckley 700. [0039]

CLAUDE RYE, Ltd.—Silencers and exhaust pipes, largest stock in England; silencers from 7/6, exhaust pipes from 19/6, postage extra; write for quotation of type required; trade supplies.—021 Fulham Rd., S.W.6. Renown 6174. [M1105/R]

SPEEDOMETERS

CLAUDE RYE, Ltd.—All types of speedometers and accessories in stock; exchanges; send s.a.e. for quote.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

"SMITH" Chronometric type, repaired 35/-, exchange unit 39/6, flexible drives for all makes stocked, trade and retail.—Auto Tempo Meter Co., 140-2, Kings Cross Rd., London, W.C.1. Terminal 0633. [0231/R]

TANKS, ETC.

PERCE RYE.—Petrol tanks; tanks repaired and resprayed.—495, Fulham Rd., S.W.6. Fulham 5643. [M1109/R]

CLAUDE RYE, Ltd.—Your tank resprayed maker's colours; s.a.e. for quote.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

MALCOLMS, tank specialists; £2/10 stove enamelling and lining, originally guaranteed; all tank reconditioning; 1,000 service tanks.—Malcolm (Enamellers), Monmore Green, Wolverhampton. [0175/R]

PETROL tanks, repairs, dents removed, chromium plating, enamelling and lining to original finish; 500 reconditioned pressure-tested tanks in stock for immediate exchange for most post-war models; tank leakages? Don't lay up the bike, we loan tanks to hard riders; transfers 2/3 pair, post free; write for free enamelling lists.

JACK NICE, 129, Grove Rd., Walthamstow, E.17. Coppermill 1920; close to Baker's Arms. [0175/R]

TECHNICAL TRAINING

A.M.I.M.L., City and Guilds A.M.I.Mech.E., etc., on "No pass no fee" terms, over 90% successes; for details of exams. and courses in all branches of auto, aero, mechanical eng., etc., write for 144-page handbook free.—B.I.E.T. (Dept. 729), 29, Wright's Lane, London, W.6. [0140/R]

TRANSFERS

CLAUDE RYE, Ltd.—Tank transfers, most makes in stock 2/6 pr. post 4d; number plate transfers 2/6 set, post 4d; Union Jack 4x5in. 2/6 post 4d; fixing solution with instructions, 1/6 post 4d.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

WATERPROOF COVERS

SHAPED solo covers, brand new ex-Government, in 100s green, rot, water and tearproof cotton duck, fitted with red rear reflector, will completely cover largest machine, price 25/-, p. & p. 2/6.—H. C. Briggs, 88, Forest Rd., London, E.17. Larkwood 2705. [0175/R]

MOTOR cycle covers, green canvas, complete with reinforced eyelets and ropes, etc., solo 8ft x 6ft 30.6 cmt. comb. 9ft x 9ft 49/-, with windows; 8ft x 6ft 12/6 extra, post 4d; 9ft x 9ft 47/- with windows; 47/- each; shaped scooter covers 8ft x 10ft 6/-; please state make and model when ordering.—Henry Brady, The Waterproof Canvas Specialists, 263, Glosso Rd., Sheffield. [01484/R]

WHEELS, TYRES AND TUBES

WE stock every size remould, part-worn tyres for car, lorry, tractor and motor cycle.

EASY payment terms available on new and remoulds; E send us your requirements, we will quote you by post.

NO charge for fitting. Open 8.30 a.m.-6 p.m. weekdays 10 a.m.-1 p.m. Sundays (Tooting Depot only).

TOOTING TYRE SERVICE, Ltd., 648-656 & 660a, Garratt Lane, Tooting, S.W.17, and 27, Greenwich South St., S.E.10. Tel. Wimbledon 7089 and 8275. Greenwich 5196. [0235/R]

PRIDE & CLARKE.—New and remould tyres; easy terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

PERCE RYE.—Hundreds of S/H wheels. Open Sundays 10-1.—495, Fulham Rd., S.W.6. Fulham 5643. [M1109/R]

WHEEL REPAIRS

WIRE wheels repaired and rebuilt, stove enamelled; chrome plate, etc.—West London Repair Co. Ltd., 55, High St., Wimbledon 6316-7. [0153/R]

LEANOR MOTORS.—Wire and pressed wheels re-built and re-trued, new rims, etc.; 24-hour service.—269, Mare St., Hackney, E.8. Amherst 3525. [0247]

BUSINESS AND PROPERTY

EAST DEVON.—Motor cycle and cycle business with freehold premises; established 30 years; main agencies; no opposition; good living accommodation and central position in market town.—Box 4225. [7178]

THE BIGGEST BARGAIN EVER Limited quantity of BRAND NEW

PARKAS

With detachable super quality WOVEN LAMB FUR LINING. Made in smart Olive Green superlatively proofed cotton poplin. Does not cause condensation. Designed to allow maximum freedom of movement. With zip and button overlap and four handy pockets.

P. & P. 3/6

£5-10-0

SPECIAL PURCHASE OF GENUINE U.S.A. RUBBER OVERBOOTS

To be worn over your shoes. Super quality, sturdy, overboots to keep out RAIN, MUD, SLEET. EASY to put on with clips. Not new but in perfect condition. DON'T MISS THIS BARGAIN!!!

P. & P. 2/6

UNREPEATABLE BARGAIN ROYAL NAVY

2-PIECE WATERPROOF SUITS

An ideal garment for Flying, Scooter or Motor Bike. Made in blue/grey Ventile Cloth (the waterproof cloth that breathes) of the highest specification, fully self-lined with zip and flap, four spacious pockets and zip-in hood. Will wear for years and years. Worth £20. Not new but in Grade 1 condition. State series. P. & P. 3/6

59/11

ABSOLUTELY STORMPROOF Heavy double-breasted Motorised

POLICE MACS

In extra strong, double texture Navy waterproof material with belt, leg-straps and wind-cuffs. Not new but in excellent condition.

P. & P. 2/6

Also Grade 1 Police Leggings 12/6 P. & P. 1/6

Cash, Cheque or P.O. with order. C.O.D. 1/- extra. Satisfaction or money refunded.

NORTHERN MAIL ORDER CO. (Dept. G.M. 329), 152 LEITH WALK, EDINBURGH.

GREAT END-OF-SEASON CLEARANCE SALE NOW IN PROGRESS AT ALL

DANKHURST DEPOTS

WEYMOUTH, PARKSTONE, TEVIL, SALISBURY, PORTSMOUTH, PLYMOUTH, LANGPORT, TAUNTON, BRISTOL.



INSURANCE REPAIR SPECIALISTS

24 HOUR SERVICE

J.A.Lock LTD

DISTANCE NO OBJECT
68 FORE STREET
EDMONTON, N.18
EDMONTON 5269

SPARES for your Royal Enfield

Full stocks W.D. & Post War. Service Units, Repairs.

YOUNG'S MOTOR STORES

29/32 TOOTING BEC RD., LONDON, S.W.17.
Tel: Balham 7791 Hours: 9-6: Wed. 1 o'clock

13 FEBRUARY 1958

(Supplement xxvii) 42

NEW TYRES

(sizes 2.75 or 3.00)

5'-**DOWN**

and 5/- weekly

Don't take risks

this winter.

Replace those worn

tyres **NOW!**

New tyres are

safer. And a new

tyre deserves a

new tube (1/-

down and

weekly).

Please state second

choice of make

Dunlop, Firestone,

Michelin. We send

anywhere. For

quick delivery just

send 5/- down,

state size and type,

give your age and

PRINT your name and

address.

(We also sell **ALL**

other sizes on easy terms.

For quickness write **NOW**

enclosing a deposit).



Don't take risks this winter. Replace those worn tyres **NOW!** New tyres are safer. And a new tyre deserves a new tube (1/- down and weekly). Please state second choice of make Dunlop, Firestone, Michelin. We send anywhere. For quick delivery just send 5/- down, state size and type, give your age and PRINT your name and address.

(We also sell **ALL** other sizes on easy terms. For quickness write **NOW** enclosing a deposit).

G. A. TYRES
(M.F.), 42 GT. CAMBRIDGE ROAD, LONDON, N.17

DANS'
of SHEFFIELD for 3 WHEELERS

DAN BRADBURY (MOTOR CYCLES) LTD.

124-130 LONDON ROAD, SHEFFIELD 2 - Tel. 53446

BOND - A.C. - RELIANT

THE MOTOR CYCLE**SITUATIONS VACANT**

SKILLED Mechanic required, call or write, George Gross, Ltd., Ludgate Circus, London, E.C.4. [0181]

FIRST-CLASS motor cycle salesman, must be experienced; good salary and commission (Middlesex, just west of London). - Box 4313. [7207]

SKILLED motor cycle mechanics required, high rates and good conditions. - L. Stevens, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. 1154-5. [M1151]

VACANCY occurs for a first-class salesman, excellent opportunity for real live man; payment by results plus salary. - Tel. Manager Can. 2021. [7204]

JUNIOR salesmen required with knowledge of motor cycles, previous sales experience not essential, but an asset. - Apply to Ted Ward (Motors), Ltd., 46-48, Chingford Mount Rd., Chingford, E.4. [7208]

ASSISTANT trainee stock-keeper required; sound training given in sales stock control; knowledge of motor components; applicants must be keen, and with clean driving record motor cycle or scooter. - Tel. Arc. 4148. [7192]

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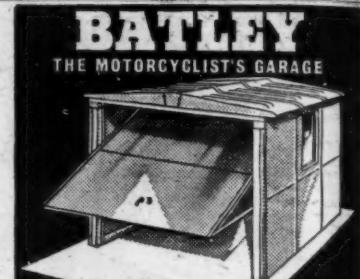
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